LIBRARY
JUL 13 1961
FISH & WILDLIFE SERVICE

PACIFIC SHERMAN

July 1961

CENTRALIZATION

For Nippon Suisan . . . . p. 8

NICHIRO

Fish Sausage Center . . . p. 11

50 cents

A MILLER FREEMAN PUBLICATION

A Shipload of Boats

"Talkeetna" of the Alaska Steamship Co. carried 99 new Bristol Bay gillnet boats, 65 on deck, as she left Seattle in May. About 25 of these 32-foot fishermen were built this year, 223 being shipped by Alaska Line steamers.

BUMBLE BEE Brand is a favorite with growing youngsters. A favorite with mothers, too, because they can see for themselves that the BUMBLE BEE pack is always fresh, prime-quality seafood. Strict quality standards, plus strong advertising and promotion, have gained for BUMBLE BEE an ever-increasing number of satisfied customers. This continually-increasing consumer demand assures a growing market for the fisherman's catch. Like the youngster in the picture, Pacific fishermen, too, find that BUMBLE BEE is a brand to grow on!

BUILD A BETTER FUTURE WITH BUMBLE BEE

BUMBLE BEE SEAFOODS, INC., ASTORIA, OREGON

ACIFIC
ISHERMAN

EDITORIAL STAFF
T GILBERT ..... Editor
RODRIGUEZ ..... Associate Editor
ES L. SHAW ..... Canadian Editor
SMITH ..... Editorial Secretary

BUSINESS STAFF
CROSBY ..... General Manager
ON L. HILLYARD ..... Sales Manager
PONSFORD ..... Southwest Manager
ALTER F. VOGENO ..... European Director
RD W. LANSDOWNE ... U. K. Director
ES C. BAAKE ..... Circulation Manager
M. TAYLOR ..... Production Manager

PUBLISHING OFFICE
nd 5, Ore.
.W. Oak Street ..... CA 2-1314

EDITORIAL OFFICE
4, Wash.
lumbia St. ..... MA 2-1626

VERTISING and PRODUCTION OFFICE
ancisco 5, Calif.
oward St. ..... EX 7-1881

BRANCH OFFICES
uver, B. C. C. L. Shaw
Vest Pender St. ..... MU 5-7287
York 17, N.Y. L. Rosenblatt
exington Ave. ..... MU 3-9294
ngeles 65, Calif. Raul Rodriguez
Eagle Rock Blvd. ..... CL 5-7194
o 26, Ill. Miss J. D. Donaldson
Howard St. ..... RO 4-3420
and 3, Ohio
Euclid Ave. ..... EX 1-4180
Germany Dr. Walter F. Vogeno
Merheim ..... 28, Attendorner Street
l Kingdom Bernard W. Lansdowne
n, W 1, England ..... 130 Crawford St.

, Cable—all offices—Milfreepub

IC FISHERMAN (with which is combined
nerican Fisherman). Published monthly ex-
nuary when publication is semi-monthly, by
Freeman Publications, at 731 S.W. Oak St.,
nd 5, Ore. Entered as second class matter
postoffice at Portland, Ore., under Act of
3, 1879.

RIPTION RATES: U. S., Canada, & Latin
ca, one year—$3, two years—$5, three
$7. Other countries: one year—$4. Single
50c, except Yearbook Number, $1.

GE OF ADDRESS—Send subscription orders
hange of address to Subscription Depart-
PACIFIC FISHERMAN, 500 Howard St.,
ancisco 5, Calif. Include both old and new
ses and zone number.

TISING: Complete plates only should be
o PACIFIC FISHERMAN, 235 N.W. Park
Portland 9, Ore. . . . Advertising copy and
nstructions and insertion orders should be
the San Francisco office.

ASTER—Send Notice, 3579 to 500 Howard
n Francisco 5, Calif.

A MILLER FREEMAN PUBLICATION

OFFICERS
3. FREEMAN ..... President
R FREEMAN, JR. Exec. Vice-Pres. & Treas.

Our Fifty-Ninth Year— JULY, 1961
Vol. 59 No. 8

Table of Contents

Japan's Bering Sea Target 5
Nippon Suisan Centralizes 8
Fish Sausage Center 11
Bristol Bay Forecast 13
"American Beauty" Converts 19
Skipjack Seine Landings 33

Next Few Months Heavy With Historic Promise

● There was lots of news as the year turned the June 30 buoy and set out on the last six months. Lots of news, and most of it promised to be good. Some threatening aspects, true; but if you're not an optimist you shouldn't be in the fish business.

● *Salmon looked good.*

Alaska Peninsula area had the best start in years, with the catch running 40% Reds and the rest Chums, those extra-good Chums characteristic of the area.

Chignik had a late June strike. That was discouraging; and so was the poor early showing at Kodiak—but *last* year was Kodiak's year.

● Reds showed very early on Bristol Bay, and there were some competent observers who felt the FRI forecast, already raised to 30 million for the total run, might prove to be conservative.

Reports from high seas fishing were given in generalities. Japan offered no figures for publication; but things looked good, *good*. And the FRI was predicting the first of the main run would hit early.

How hard did the Japanese hit the Bristol Bay run on the high seas? Too early at presstime to venture an opinion on this vital question. Out along the Chain where the FRI boats were fishing Allan Hartt bore the opinion that perhaps most of the run had gone through the passes into The Sea easterly of the Japanese operating area.

● Copper River fishing was a lot better than it had been in the past two years, with the *pack* running 12 : 1 Sockeyes to Chinooks.

First fishing in Southeast Alaska showed promise, particularly in the Portland Canal area, where Sockeye deliveries were especially good. There was a fair fleet of boats working the outer waters from Cape Addington down to Cape Muzon.

● British Columbia's industry was at peace and ready to fish without a price fight.

Fraser River outlook was *good*, perhaps even better than had been forecast. Scientists felt the once magnificent potential of the 1961 cycle had been lost at sea, but some of the June signs were most encouraging, and some fishermen thought it just *could be* that this season would confound the scientists. Remember what we said about optimists?

And this is a Pink year, too.

● *Lots of other news also—*

Domestic tuna deliveries were well ahead of a year ago, but with Skipjack gaining as Yellowfin eased off. This fall the Tuna Commission will meet to decide if the time has come when Yellowfin has passed the sustainable-yield point and exploitation should be restricted.

First Albacore was taken commercially—some 10.5 tons—off Guadalupe Island just about the middle of June.

Canneries at Ensenada, Lower California, were having the best fishing in years for mackerel and sardines. Good news for Mexico's principal fish canning center, with eight plants in the area running to capacity.

Alaska razor clam canning was progressing well with June, the pack at last report being *more than three times as great* as that to even date a year before.

WHITE
DIESEL ENGINE DIVISION

Graymarine Distributor

Branch Offices at:

PORTLAND
237 S. E. Union
Phone BE 4-6517

SEATTLE
Fisherman's Terminal
Phone AT 3-1909

KETCHIKAN
718 Water St.,
Phone CA 5-3675

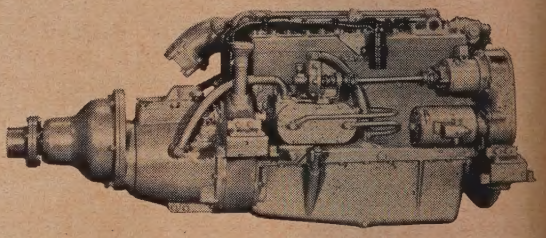
NAKNEK*
*During fishing season only

- **GASOLINE ENGINES, 25-238 HP V8's, SIXES, and FOURS**
- **SPECIAL MODELS for STERN DRIVE and TURBO DRIVE**
- **MARINE DIESELS, 30-190 HP**

When the Alaskan salmon season opens in Larsen Bay, White Diesel will have mechanics there to take care of the needs of Gray-powered Fishermen. Same for the operations at Naknek and Egegik on Bristol Bay, around Kodiak, and in the Cook Inlet area.

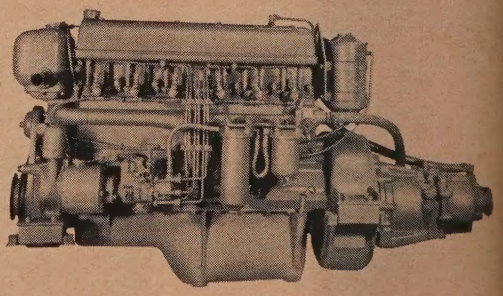
The White organization has provided for adequate inventories of Graymarine parts in Alaska, with supporting inventory in Seattle.

The White Diesel organization in the Pacific Northwest is staffed by experienced marine engine people. They have the facilities for modern repowering, factory-approved maintenance, and overhauling.



GASOLINE ENGINES

Graymarine engines have long been favorites in commercial fishing boats. Shown here is a 165-hp Big Six with reduction gear. Many were installed in new boats this year.



GRAYMARINE DIESELS

These are built in five sizes, 30 to 190 hp. Four-cycle design for simplicity. Above is the SIX-D427, rated 130 hp. Weight, 1440 lbs., with hydraulic gear.

GRAY MARINE MOTOR COMPANY • 710 CANTON AVENUE • DETROIT 7, MICHIGAN

TOP SHARKS FROM ATTACKING YOUR NETS!

Protect your catch with

Presto patented SHARK CHASERS*

same as used by U.S. Armed Forces

f you experience the costly loss from shark attack (net ripped to shreds, catch loss) here is, at last, *the insurance against any further loss.* Don't take chances . . . prevent shark attack with Presto LIQUID SHARK REPELLENT! Now available in disposable one-gallon jugs.

Presto SHARK CHASERS* (Packets and Liquid)

are patented products of Presto Dyechem Co., Inc., and are used extensively by our airborne and seaborne armed forces. They exude an odor and dye that is repulsive to sharks, drives them away. Presto SHARK CHASERS are now available to industry for the first time.

r price lists
ature

Presto LIQUID SHARK REPELLENT

Poured from the jug into the tide which moves or flows through and over the net. This permits Presto Liquid Shark Repellent to disperse and flow through the net assuring complete protection of the net and catch. One gallon covers a tremendous area and affords the finest protection ever devised against shark damage to catch or nets.

Presto C-777 FOR FISHERMEN'S NETS

Shark Chaser mixture, caked in cloth bag, protected by water soluble wax, equipped with snap for easy attachment to nets. Each cake protects 15-20 feet of net for approximately 3 hours. Wax dissolves in a few minutes on contact with water, and repellent goes to work during the entire haul.

***Presto* SHARK CHASERS are effective against sharks only . . . will positively not drive away the fish you plan to catch.**

*Patented

Presto DYECHEM CO., Inc., 45 JOHN ST., YONKERS, N. Y.

World's Largest Packagers of Ocean-Coloring Dyes

SANTA HELENA

Top Tunaboat of 1960

Here is what Frank Gargas, skipper of the Santa Helena, says about Momoi tuna netting:

> "I used a Momoi net on my former boat, and I know from experience that Momoi makes excellent quality synthetic webbing. With our Momoi net, we got all our netted fish into the boat. Also, I know other fishermen who use Momoi nets, and they have the same good luck I've had.
> "On the Santa Helena I'm using 500 fathoms by 35 fathoms of Momoi high-tenacity Nylon N. 42 4¼-inch tuna webbing".

Momoi tuna net is made with Nylon filament produced by TOYO RAYON CO., Osaka, Japan.

MOMOI FISH NET MFG. CO.
Ako, Hyogo, Japan

MOMOI CO., INC.
1596 Judson St., Long Beach 13, California

PACIFIC FISHERMAN

July, 1961

Sketch map shows the six areas into which the Japan Fishery Agency has divided Bering Sea for bottomfishing operations by means of trawls, longlines and gillnets. Note two prohibited areas and the excepted waters south of Alaska Peninsula east of 165 W. Long.

0,000 Tons Halibut s Japan's Target in ering Sea Operation

325 Catcher Boats Are Bottomfishing For 26 Motherships

apan this summer is applying to ng Sea trawling, long-line and gill- ishing a new policy, rated in that itry as one of the most significant es yet taken in expansion of its seas fishing operations.

ne policy establishes specific fish- areas in Bering Sea and designates ations which may be conducted e. It seeks to prevent destructive petition between Japan's various s of exploitation, and at the same to avoid antagonizing other ons with interests there.

(*NOTE—This policy and its application is of immediate interest in particular to the halibut industry of the United States and Canada, for official estimates in Japan are that* 40,000 *metric tons of halibut will be taken from Bering Sea this year by the Japanese. The* 1960 *catch is now reported as* 7,200 *metric tons. Already it is planned to ship more than* 2,000 *tons of halibut to the United States market in* 1961. *This fish, under the new Japanese policy for Bering Sea bottom fishing, will all be taken from the area lying west of* 175° *West Longtitude, which is the Provisional Abstention Line established by the International North Pacific Fisheries Treaty.*)

● Before arriving at the new Bering Sea Bottom Fishing Policy, which has been under study since last August, the Japan Fishery Agency stood in a

DEPENDABILITY ECONOMY, LONG-LIFE

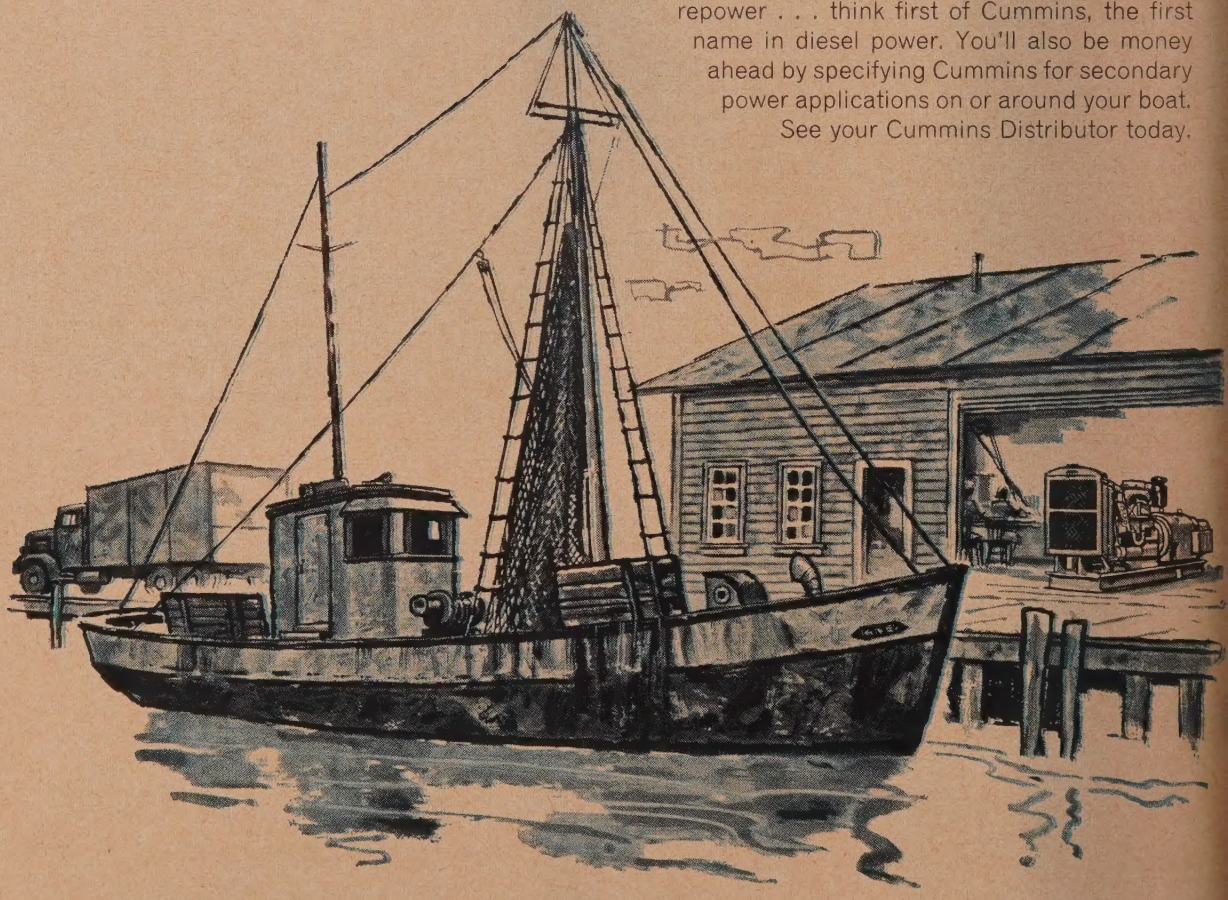
SPECIFY CUMMINS MARINE DIESEL POWER

Safe, sure, low-cost power, the prime need of any boat operator, is yours with Cummins Diesels. Cummins work-proven 4-cycle design combined with the exclusive Cummins PT fuel system provides day-in and day-out dependability.

Specify Cummins power for propulsion, auxiliary power or generator sets. Cummins manufactures diesels from 70 to 700 horsepower and generator sets from 30 KW to 300 KW, 50 or 60 cycle.

Cummins Service for marine operators is worldwide. At every location, factory-trained experts are on call 24 hours a day. This means genuine Cummins parts and expert service are yours whenever and wherever you need them.

If you are building a new boat or planning to repower . . . think first of Cummins, the first name in diesel power. You'll also be money ahead by specifying Cummins for secondary power applications on or around your boat. See your Cummins Distributor today.



CUMMINS

Cummins Diesel Sales of Oregon, Inc.
Portland

Cummins Diesel Sales of Washington, Inc.
Seattle
Aberdeen

Cummins Service & Sales
Los Angeles
Montebello
San Diego

Authorized distributors for Cummins Engine Company, Inc., Columbus, Indiana

Catch Targets of 24 Japanese Bering Sea Bottom Fishing Fleets by Fishing Areas [1], 1961

ecies	Fishing Areas[1] AB	ABC	ABCD	BCD	DE	F	Total
				(Metric Tons)			
	.....	100	.....	.....	355,914	42,640	398,654
t	8,240	8,885	5,568	13,198	.....	2,000	37,891
	3,700	6,993	3,133	5,488	2,940	.....	22,254
pollock	.....	100	.....	200	31,266	1,230	32,796
cod	1,807	4,888	1,134	4,482	550	1,120	13,981
sh	877	2,319	2,362	3,698	9,653	6,760	25,669
	.....	.....	180	1,770	8,000	.....	9,950
g	7,530	10,135	5,141	18,239	1,900	.....	42,945
aneous	50	220	2,350	1,898	3,897	.....	8,415
otal	22,204	33,640	19,868	48,973	414,120	53,750	592,555

) As shown in accompanying sketch

na between two conflicting points ew:

Fishermen's and fishing com-s' search for new fields of activity d be encouraged. If Japan does nove aggressively in Bering Sea, Soviet Union will dominate the and the USSR is not bound by nternational agreements.

Japan should keep on better s with the United States and its ation to fisheries conservation.

is reported in Japan that the com-ng motives behind the new Bering Bottom Fishing Policy were the rkable success which attended long-lining for bottom fish along Asian coast from Cape Olyutorsk ape Navarin; of course with added tive supplied by the mothership ations closer to Alaska.

he new policy establishes six s, designated by letters A to F, as n in the accompanying sketch. As nally proposed, a seventh Area G to have been established south of Alaska Peninsular east of 165° West Longitude, marked "excepted waters" on the sketch map. This area was dropped from the policy last spring, probably at the urging of Director Kenjiro Nishamura of the Fishery Agency.

Japanese longline fishing is free from permit regulation, although operators are required to report. If conservation requires, restrictions may be applied on the number of fleet units, gear, method or tonnage of catch.

Motherships are expected to be over 3,000 tons. "Merit" or priority rights are granted for vessels which have operated in an area previously.

Reduction ships are limited to the five which operated in 1960, four of them in Areas D and E; and one in Area F.

Newly-come refrigeration vessels served by trawlers are to operate in Areas A, B, C or in B, C, D.

Motherships with gillnet and longline fishing vessels instead of trawls are limited to Areas A and B.

Under the policy two areas are prohibited to protect priorities of established operations. One of these is the King crab fishing area north of the Alaska Peninsular, reserved to the *Tokei Maru*. The other is off the Siberian coast, reserved to the operators who pioneered the successful longline and gillnet bottom fishery last year.

● Any salmon or halibut taken in Areas D, E, and F east of 175° West "shall be abandoned into the sea immediately and never retained on board ship."

Licensed fleet for Bering Sea trawl, gillnet and longline fishing operations in 1961 at latest available count appeared to include 26 motherships, supplied by 325 catcher vessels of various types, running up in number to as many as 28 trawlers serving the huge 14,000 reduction-and-freezing ship *Renshin Maru*.

Aggregate catch target of this Japanese fleet—which of course does not include the North Pacific salmon fleet supplied by high seas gillnetters—comes to 647,480 tons.

apan Red Salmon Target 7,750,000 Tons

apan's 1961 high seas salmon n quota of 65,000 metric tons, cut 67,500 at the annual Soviet-n conference, was split by the ery Agency to give 53,600 tons he mothership-based gillnetters 11,400 tons to land-based vessels ating out of ports in northern n.

he Fishery Agency notified the on mothership operating com-es that the high seas catch of Red on this year should be limited to 7,750,000 fish, the same as in 1960. At the same time the Agency requested the companies to direct the scientific studies of their biologists particularly to Red salmon during the high seas operating season.

Nishamura to Visit Alaska

● Kenjiro Nishamura, director of the Japan Fishery Agency, is making a trip to Alaska in July to make on-the-spot observations during the Bristol Bay Red salmon run.

He is to be accompanied by an official of the Foreign Office.

In Japan it is candidly acknowledged that Mr. Nishamura's trip is associated with preparations related to proposals for revision of the International North Pacific Fisheries Convention, which can be reopened in 1963.

Correlated with the same project are studies being conducted by the Japan Fishery Society with the view of preparing the industry's position on treaty revision policies.

Nippon Suisan Centralizes

Refrigerated Products Development In Great New Harumi Base at Toky

By KENJI SAKAI

● Largest of its kind in Japan—perhaps in the entire Far East; thoroughly modern in construction, equipment and concept; and designed to develop new fish products, such as fish sticks, the new Harumi Base of Nippon Suisan K.K. is one of the notable recent accomplishments in Japan's fish industry, and a new pride of Greater Tokyo.

All this, and yet the present plant represents only Phase 1 of Nippon Suisan's Harumi project.

Phase 2 has already been entered, with construction under way on employe housing and a specialty manufacturing division. This will be followed by Phase 3, in which the main plant will be raised to four stories.

Nippon Suisan's Harumi Base is located quite centrally in Tokyo, on Harumi Pier in Chuo-ku. It is immediately adjacent to the great elevators and flouring mill of Nitto Seifun K.K., which like the fish plant is outstanding in Japan and throughout the Far East.

The cold storage is being utilized as a market development and public relations asset to attract touring students and housewives who visit it in connection with the popular excursions to Tokyo Tower, the enormous television tower, one of the highest structures in the world, which is quite close-by. Thus the fish sticks packing department has an observation gallery and great glass window through which visitors can watch operations.

● Kyuhei Suzuki, president of Nippon Suisan, proudly characterizes the enterprise as the crystalization of the corporation's policy in the tide of diversification of activities manifest in the business of Japan's great fishing companies.

In this plant Nippon Suisan is establishing a huge food processing center, whose activities will be correlated with the company's fishing bases in the Atlantic, Antarctic and Bering Sea. Moreover, the present development is particularly impressive in the history of Japan's fishing industry, for it marks the return of this company to a postion as a leading factor in cold storage operations.

As a wartime mobilization measure, all the cold storages which Nippon Suisan had operated were transferred to a new control company, which later became the present Nippon Reizo K.K.

● The Harumi Plant was built by Nissui—the familiar term by which Nippon Suisan Kabushiki Kaisha is often informally spoken of in the industry—to be a central processing point, not only for material delivered in the Tokyo area but also for that forwarded from other receiving stations and primary processing plants maintained by the company elsewhere in Japan and throughout the world.

Tokyo was chosen because of the ever-increasing growth of the area population.

Kyuhei Suzuki, president of Nippon Suisan K.K., one of the leading figures in the world's fishing industry, whose progressive guidance of his company is symbolized in its advanced Harumi Base plant, Tokyo.

Preparation of the site at Harumi Pier at the mouth of Sumida waterway was a major und taking and the company was obli to make a major contribution to municipality because of the high c of preparing a proper foundation the soft soil. Area of the site is am for all railway sidings, employ dormitories and specialty manufact ing plants visualized in the over plan.

The present plant, built in Phas of the entire project, is in shor modern fish cold storage plant three stories. As it stands at time writing, and without regard for Ph 2, already under way, the Har Plant represents an investment Nissui of Y 1.4 billion.

When Phases 2 and 3 have b completed, the aggregate cost will ceed Y 2.0 billion.

The site consists of 17,357 squ meters, facing on Tokyo Bay, w a depth of 9.5 meters (31.5'), ficient to accommodate a 10,000- factoryship at the face of the pier.

● The three-story structure is of s and concrete construction, with 067 square meters of floor spa General contractor for construct was Kashima Kensetsu K.K., wh has an impressive record of he construction, including a number units in the United States military tablishment on Okinawa.

Refrigeration contractor was Ki shita Kogyo K.K., specialists in field. Construction time was appr mately one year.

Frozen fish capacity of the plan the completion of Phase 1 is 12, metric tons (26,620,000 lbs.) storage temperature at -30° C. S age is in 35 separate chambers different products and temperatu

With the completion of Phase with another story to be added to plant, frozen storage capacity rise to approximately 20,000 (44,000,000 lbs.)

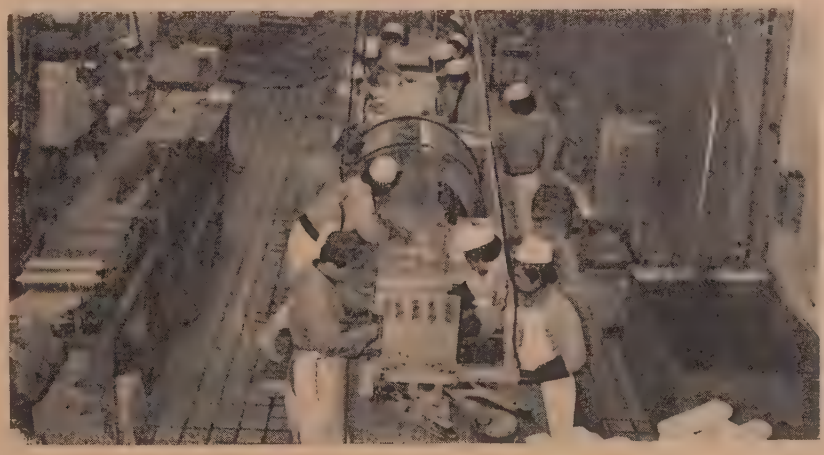
In addition to the frozen fish

, the present plant has storage
)0 metric tons of ice.
ılation of the plant is primarily
'kboard, provided by a number
ınufacturers. This is a point of
l interest in view of the recent
bility of a number of forms of
cal foams or otherwise manu-
ed insulations. Only one of these
ısed, this being "Carborite", a
of insulation based on vulcan-
rubber by its manufacturer,
ku Cork K.K. This material is
yed in the floors.
uirement of some 200,000 pieces
rkboard insulation almost ex-
d the supply available in Japan.

plant has capacity for freezing
tric tons of fish at a time. There
ur Kinoshita plate freezers of
irect expansion ammonia type,
with a capacity of 1 metric ton
harge.
addition, there is an air-blast
ıg room with five tons capac-
ıd two semi-blast freezing com-
ents with capacity for 5.5 tons

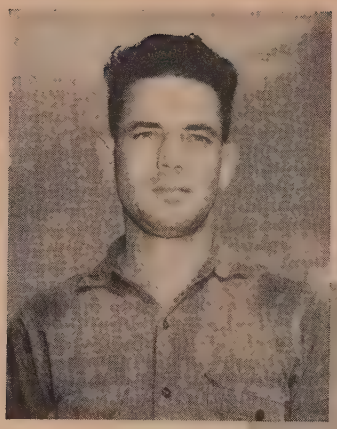
rigeration is supplied by seven
f compressors, each set includ-
Hitachi AW6R high-stage multi-
er compressor of 100-hp. and
frigeration tons rating; plus a
r of 75 h.p. and 120 tons re-
ation rating.
ide the compressors, refrigera-
equipment includes four inter-
s, six condensers, four ammonia
ers, four automatic liquid return
s and four automatic gas-extrac-
evices.
ansion coils of 2" pipe to an
gate length of 80,000 meters re-
ate the plant.
exterior openings in the plant
rovided with stainless steel in-
ıg shutters with automatic air
n devices.
elve large trucks can be accom-
ted at the loading dock at once.
cilitate handling loads from ves-
storage and storage to truck
il, many apron conveyors, and
ble conveyors are provided, in
on to four vertical elevators with
ons lifting capacity.
thed at the pier one day late
arch, the writer saw the com-
s reefer *Kasagi Maru*, 1,100
tons; the tuna boat *Eiryu Maru*,
tons, belonging to Hokoku
ı K.K., associated with Nissui.
gi Maru had brought 1,100 tons
ozen whale meat from the Ant-
; while *Eiryu Maru* had brought
ons of Yellowfin tuna and mar-
om the vicinity of Madagascar
western Indian Ocean.
the time the 10,000-ton factory-
eefer *Miyajima Maru* was ex-

Refrigerated transport of 10,000 gross tons lies at the face of the pier at Nippon Suisan's new Harumi Base, discharging cargo brought from the Antarctic.



Fish sticks have achieved great and growing popularity in Japan. This is a view of the cutting and breading operations in Nissui's new Harumi Base cold storage.

Temperature recorders and regulators in the engineroom of the Harumi Base are examined by Kenji Sakai, left, Pacific Fisherman's editorial representative in Japan, and Iichiro Haruta, vice chief of general affairs department, Nippon Suisan K.K.



"My Capitol Gears have given more than satisfactory service,"

says Skipper Felix Alexie, Lafitte, La.

Capt. Alexie skippers the 66' trawler "Marie and Joan." He ranks as one of the leading fishermen in his area. Capt. Alexie fishes the Louisiana and Mississippi coasts.

"The areas we fish have the muddiest bottoms on the coast," Capt. Alexie explains, "for that reason alone, our Capitol gears are subjected to an unusually heavy strain. But, we haven't had a bit of trouble during the ten months we've had them."

Continuing, Captain Alexie says, "Due to the short shrimping season in the areas we fish, I must get the maximum amount of fishing time in while the shrimp are running. I just can't afford any down time because of faulty reduction gears. I shove the 'Marie and Joan' along at 12 to 13 knots. I couldn't wish for better results from my reduction gears; I'd recommend Capitol to any fisherman." The "Marie and Joan" is owned by Frank Zar. Her Capitol gears are 3:1 reduction.

Capitalize on your power with Capitol Gears

"The CAPITOL"

The complete line of Reverse and Reduction Gears from 85 to 500 H.P.

CAPITOL GEARS, INC.

Formerly Auto Engine Works, Inc.

Marine Specialists Since 1905

325 N. Hamline Avenue • St. Paul 4, Minnesota

pected momentarily with whalem from the Antarctic.

• Plant offices and the engine ro are located on the ground floor the far north end of the structur directly below the "Hinomaru" Nissui bullseye trade mark in the ture of the entire building.

The two rows of compressors boosters provide a most impress spectacle, together with the temp ature recorders and controls.

On this floor there are seven st age rooms, a variety of freezers a spacious processing room, wh fish-stick operations were among first phases of specialty packing which the new plant engaged. A va ety of types of fish sticks are ma factured, including those made fr squid.

These processing activities can watched from an observation balc between the first and second floo Another aspect of merchandising market promotion through the attr tion of the new Nippon Suisan pl is seen in the numerous refrigera display cases in which are shown f sticks and other frozen specialties, cluding some which have not yet b introduced to the market.

These items include not only primary Nissui products of fish a other marine foods but also fru vegetables and meats. The mar foods include various items fr tuna, whale, squid, shrimp, salm and other varieties.

Ryohei Hayashi, plant manager Nippon Suisan's Harumi Base.

From the roof of the plant one cures an excellent view of the p of Tokyo, the waterfront and ind trial area surrounding it, and the en mous Tokyo Tower rising above

Nichiro at Kurihama, a general view of the plant with the cold storage and unloading wharf on the right and the new fish sausage plant adjoining it on the left. In the foreground another cold storage and ice plant, with the vessel in the right foreground lying at the mayonnaise plant and tuna specialty cannery.

Nichiro Fish Sausage Center

Second New Plant in a Year Built To Pack Sky-Rocketing Specialty

rong trend in Japan toward mod-sea food packing plants, as well ward increased economic recov-y enhancement of value through ufacture, is manifest in the excep-lly fine specialized packing plant ed this spring by Nichiro Gyogyo shiki Kaisha at Kurihama.

his is the second outstanding plant cated by Nichiro within a year, wing the company's great oyster lishment at Hiroshima, reported in detail in *Pacific Fisherman* September, 1960.

he new plant at Kurihama is lo-d within the city limits of Yoko-, where the Far Eastern naval es of the United States have their base. On the beach at Kurihama, -by the Nichiro plant, is a monu-t commemorating the interview e in 1853 between Commodore y of the United States Navy and envoy of the Tokugawa govern-t of Yedo, then administrative al of Japan.

Nichiro Gyogyo K.K. is one of the companies of Japan. Until after ld War II it had little interest out-side the salmon and crab industries of the northern seas—and in those fields it is a giant.

Executives directing Nichiro affairs are headed by Tsunejiro Hiratsuka, chairman of the board, and one of the grand old figures in Japan's fishing history; and Koichiro Kobayashi, president. In recent years they have moved the company toward diversification; and among the steps taken was the development at Kurihama of quay and canning facilities which grew gradually until 1955, when the pace of development was accelerated.

It was at about this time that fish sausages came into vogue in Japan and Nichiro entered this field of fish products manufacture, installing at Kurihama rather limited facilities for producing sausages, which were marketed under its famous *Akebono* (Daybreak) brand.

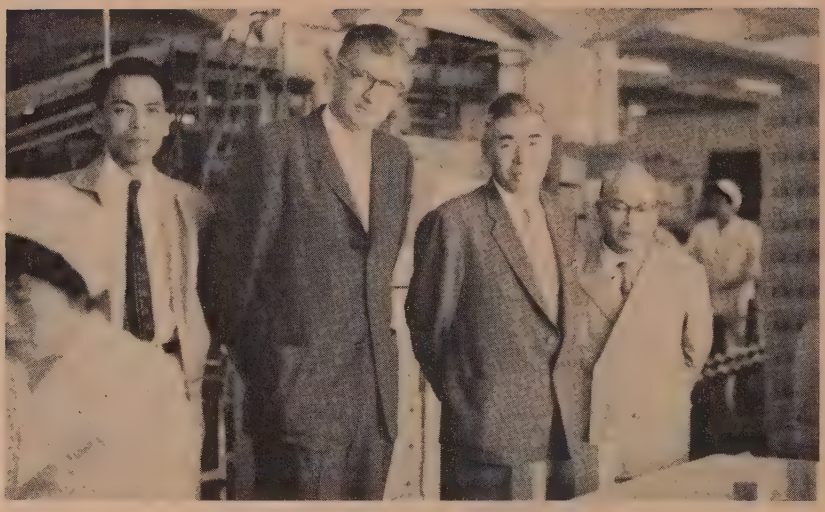
This venture enjoyed great market success, the fish sausage appealing particularly to the younger generation of Japanese consumers. Although other firms also engage in sausage-making, the demand continued to outrun the supply.

In this situation, Nichiro executives decided upon development of a large and wholly modern plant at Kurihama to provide for expanded manufacture of fish sausage under the high standards of sanitation and efficiency established by the company's oyster plant in Hiroshima, dedicated in 1960.

Construction of the plant in Kurihama occupied a full year, and it went into operation in March, 1961.

● A few weeks later the plant was visited by William B. Freeman, president of Miller Freeman Publications, San Francisco, and publisher of *Pacific Fisherman,* in company with Kenji Sakai, editorial representative of this journal in Japan.

The new building proudly dominates the Kurihama waterfront. During the period of its development, and until shortly after its dedication, the plant and the expansion program at Kurihama had been under the direction of Eizo Amemiya. Early in May he was advanced to a Nichiro managing directorship in the corporation's head office in Tokyo, where he is chief



William B. Freeman, publisher of **Pacific Fisherman,** second from the left, watches fish sausage packing operations in the new Kurihama plant of Nichiro Gyogyo K.K. Next to him in the center is **Susumu Sugano,** director and Kurihama branch chief. On the left is **Shuhei Nakazawa,** chief, food processing section; and on the right **Kenji Sakai,** editorial representative of **Pacific Fisherman** in Japan.

of the technical department.

At the same time Susumu Sugano, who had been Mr. Amemiya's assistant, was promoted to general manager of Nichiro operations at Kurihama. Mr. Sugano had been manager of the company's nearby base at Misaki; and is president of both the Kanagawa Prefectural Tuna and Skipjack Fisheries Operators Association and the Investigative Society of the Tuna Fisheries.

Shuhei Nakazawa, chief of the plant's No. 1 Processing Section, assisted Mr. Sugano in guiding Mr. Freeman through the new plant and explaining its operation to him. The fish sausage plant is included in the No. 1 Processing Section, as distinguished from the older portion of the plant, which now is devoted to handling tuna, salmon, refrigeration of mandarin oranges and other fruits, and the production of mayonnaise.

● Employes in the new plant alone include 80 men and 440 women, for whom admirable quarters are provided. Except for a small maintenance and stand-by crew, no one works on Sundays, when the production portions of the plant are closed.

The plant is called a "combination" establishment because the two main elements are separated. These are the four-storied freezer and cold storage and the three-storied packing plant. Passages connect the buildings on each floor.

The cold storage structure fronts on the wharf, and has a rail spur connection with the Kurihama railway station, while the packing plant also has extensive facilities for receiving and loading trucks.

Frozen fish capacity at Nichiro Kurihama is 4,000 metric tons of tuna and marlin. Freezing capacity will handle 30 tons of fish in eight hours.

● Big-Eye tuna and black marlin, which are the two principal species processed for *Akebono* fish sausage, are withdrawn from the cold storage and enter the new plant from an elevation above the first floor, being delivered by gravity through movable metal chutes to the tile-line thawing tanks, four in number.

Once de-frosted, the huge fish are then butchered and the portions of clear meat—which would be called "loins" or "fletches" in English parlance—are taken to the grinding and casing room adjoining. Waste material is immediately removed from the plant for reduction.

As the packing rooms of the plant are air-conditioned, strong air curtains operate when doors entering the casing room are opened. They prevent the entrance of warm air or dust from outside the air-conditioned plant areas.

In the mixing and casing room the finely ground fish is mixed, blended with fats and seasoned with spices, notably pepper, cardamon, ginger and mace. The material is then machine-stuffed into vinyl-chloride casings, which are closed at the ends by wire clips or ligatures, applied by hi speed machines.

● The ligated sausages now pass vertical elevator to the *third* floor the plant, where the sterilization pr esses are located, and from which finished products subsequently are turned to the second floor for pa aging.

Cooking and sterilization of sausages takes place in four giga two-level units. Two of these e have capacity for 200,000 sausages eight hours, while the others e have half this capacity, giving plant a present capacity of 600,(sausages per shift.

The sterilization units pre-heat sausages, then heat them further pasteurizing temperature. After a s ed period at this degree the sausa are dried of exuded moisture, coo reheated in a second pasteurizati and recooled.

● After cooking and cooling, s sages pass by elevator to the pack room, where the sausages are sor branded, wrapped, placed in cases various sizes, and these sealed machine.

The standard sausage is about 7" length, with a diameter of 1 3/1 The consumer-size "ham" has appro mately the same contents by weig but is approximately 4¼" in len and 1½" in diameter. "Hams" also packed in a number of larger si for institutional use.

The plant's quality control and r products testing laboratory is loca on the second floor of the plant. maintains constant check on pl operation and runs continuous tests product quality. In addition, it inv tigates possible new products and c rently is giving particular attention a number of dehydrated items, s as consomme and potage soups powder form.

● Seven modern multi-cylinder frigeration compressors are instal in the cold storage, with space for ditions as need may require. Inde the entire plant is built with provis for expansion as consumption of sausages continues to grow and ot products are added.

The electrical installation is evide of this. Current is drawn from large Yokosuka steam power pla currently at 6,000 v., but the Nich plant electrical system is capable handling current at 60,000 v. as grow demands.

Daily fresh water requirement approximately 1,000 metric tons, drawn from the Yokosuka munici system.

PACIFIC Fisherman's NEWS

JULY
1961

RI Ups its Bristol Bay Forecast
o 30 Million Reds in Total Run

harply increased forecast for the l Bristol Bay Red salmon run was ed by the Fisheries Research tute of the University of Washing- late in June.

he revision was based on the e seine catches being made in rs near the Aleutian Islands ugh June 25.

summary, the forecast by Allan Hart, Aleutian project leader, and W. F. Royce, FRI director, said:

Abundance—Much greater an forecast.

Routes—Many through Aleu- n passes, east of Japanese fish- g.

Age—More two-years-in-ocean h than forecast, which would expected with greater abun- nce.

Timing—As early as the 1960 n, perhaps earlier.

Size of Fish—Expected to av- age 12 salmon per case, size mposition of the high seas tches being similar to 1957, nen fish per case ranged from .5 at Egegik to 12.3 at Uga- ik. High seas catch was run- ng 40% fish with two years in e ocean and 60% with three ars in ocean.

Total Run—Probably near the pper limit of the range fore- st, or 30 million. (This total cludes Japanese catches of Bristol Bay mature Reds, which have ranged up to 6 million in previous years.)

● The original forecast, ventured late last fall by the Alaska Department of Fish and Game, the U. S. Bureau of Commercial Fisheries, and the FRI, was that the probable Red run to Bristol Bay in 1961, Japanese catch included, would be about 22 million fish, but that it might vary as much as plus or minus 30%.

With data from the high seas fishing of the first half of June now in hand, the scientists are raising their figure to near the upper margin of their early forecast.

● Backing the optimism of the FRI forecast are reports from the Japanese operations further west than the FRI research fishing. Latest reports received in Seattle toward the end of June were that the early Japanese fishing had produced Red salmon catches about 20% greater than those for the same period in 1960, with its subsequent prodigious run to Bristol Bay.

The reports from the Japanese are favorable, but the U. S. research fishing tends to indicate that the Reds, whose main migration moves from the North Pacific through the Aleutians into Bering Sea and Bristol Bay, seemed to be going into the Bering through the Passes in The Chain easterly of the Japanese fishing area as limited on the east by 175° West Longitude.

● In interpreting the FRI forecast and its implications with respect to markets, it should be recalled that the 30 million figure applies to the *run*, which includes the number of mature Reds the Japanese will take out of the 30 million total, *and* the number of fish required for escapement, for the vital purpose of seeding the spawning areas.

How many spawners will be required?

That's a question for which there is no straight-out answer at the present time.

Almost certainly, it won't be anything like the number which escaped last year. Whether or not the 1960 escapement constituted over-spawning is a moot question. Certainly the scientists don't agree on the point; but in the scientific and management staff of the ADF—Alaska Department of Fisheries—the men on whom falls the responsibility for regulating the fishery and securing an adequate escapement—there seems to be agreement on this point:

Escapement on anything like the order of that of 1960 would constitute gross over-spawning, due to its eventual effect of over-stocking the rearing lakes and the effect of such over-crowding.

F. Pautzke Appointed Two Commissions

arence F. Pautzke, Commissioner ne United States Fish and Wild- Service, was announced to the national Pacific Salmon Fisheries mission and the International h Pacific Fisheries Commission resident John F. Kennedy.

The appointment came on the eve of his, Mr. Pautzke's departure for Seattle, where the Salmon Commission held a meeting June 28; and for Alaska, sensitive area in the responsibility of the North Pacific Commission.

In Alaska Mr. Pautzke may be expected to encounter his "opposite number" from Japan, as it is understood Kenjiro Nishamura, director of the Japan Fishery Agency and government spokesman of the Japan Section of the North Pacific Commission, will spend some time on Bristol Bay studying the American operations.

On both commissions Mr. Pautzke succeeds Arnie J. Suomela.

MURPHY DIESEL

. . . Proof of reliable power

"14 YEARS in the NORTHERN LIGHT AND STILL GIVING RELIABLE AND ECONOMICAL SERVICE"

Harry (left) and Angelo Urbani, co-owners, with their brother Rex, of the Northern Light. The 50-foot trawler, with a 14-foot beam, is fishing for bottom fish out of Noyo Harbor, Ft. Bragg, California. She's powered by a 1200 RPM 150 HP (continuous) Murphy Diesel which swings a 38 x 30 propeller.

That's what Harry, Rex, and Angelo Urbani say about their Murphy Diesel. When the Northern Light was built in 1944, she was powered with a Murphy which, the Urbani brothers say, "is still going strong although it is operating at full load all the time and practically every day."

There's no better evidence of satisfactory engine service than the experience of men who make their living from the sea. Ask other owners about Murphy Diesel's long, trouble-free life . . . dependability that gets you out to the fishing grounds and back, with confidence . . . exclusive Murphy features that mean real fuel economy and low maintenance costs. Your Murphy Diesel Dealer can give you additional information about how you'll benefit. Call him today!

MP series Murphy Diesel marine propulsion engines, 105 to 420 HP; marine type generator sets, 70 to 227 KW; Auxiliaries, 105 to 420 HP.

MURPHY DIESEL COMPANY

5385 W. Burnham St. Milwaukee 14, Wisconsin

MURPHY DIESEL

SEE YOUR MURPHY DIESEL DEALER, TODAY—

San Pedro, California
BOLSTAD SALES & SERVICE
401 South Centre Street—P.O. Box 630

Seattle 7, Washington
ALASKA-PACIFIC SUPPLY, Inc.
5451 Leary Ave.

Prince Rupert, B. C., Canada
NORTHERN ENGINE & EQUIPMENT (B. C.) Ltd.
P.O. Box 184

San Francisco 9, California
OSWALD MACHINE & EQUIPMENT CO.
2936 Hyde Street

Vancouver 10, B.C., Canada
NORTHERN ENGINE & EQUIPMENT (B. C.) Ltd.
396 W. 5th Avenue

Portland 14, Oregon
BALZER MACHINERY CO.
2136 S.E. Eighth Ave.

392-B

Pacific Fisherman's NEWS

1961 Volume 59 Number 8

Vitt Gilbert.....Editor
N. Crosby.....General Manager
rles L. Shaw.....Canadian Editor
l Rodriguez.....Associate Editor
W. Ponsford.....Southwest Mgr.

A Miller Freeman Publication

liam B. Freeman.....President
er Freeman, Jr...Exec. Vice-Pres.

Publication Office
S.W. Oak Street, Portland, Ore.
CApitol 2-1314

Editorial Office
1 Columbia St., Seattle 4, Wash.
MAin 2-1626

dvertising and Production Office
Howard St., San Francisco 5, Calif.
EXbrook 7-1881

DISTRICT OFFICES
Lexington Ave.....New York 17, N. Y.
MUrray Hill 3-9294
Howard St. (Rm. 308)...Chicago 26, Ill.
ROgers Park 4-3420
Pender St. West.....Vancouver, B. C.
MUtual 5-7287
Eagle Rock Blvd.....Los Angeles 65
CLinton 5-7194
No. Avalon Blvd.....Wilmington, Calif.
TErminal 4-4538

California Sardine Season Extended 60 Days; Monterey Price Will Be $50 Per Ton

• Sardine fishing in California will be legal hereafter until the end of February, two months later than in recent years, when fishing has closed with December. Price of fish will open at $50 per ton for sardines.

The extension results from the passage of a California law introduced by Vincent Thomas, San Pedro assemblyman, and signed into law by Governor Brown early in June.

This extension will provide continued employment for fishermen and cannery workers, and will provide fish at a time when in many years they are particularly desirable for canning.

Fishing seasons under the new law will start, as in the recent past, August 1 in Central California and September 1 in Southern California.

• Monterey is expected to be all ready to go with the first dark of the moon in August, as the 1961-62 season price was set there May 20, an extraordinarily early date. In recent years price negotiations generally have delayed fishing well beyond the legal opening.

John "Bricky" Crivello, business agent of the Monterey Seine and Line Fishermen's Union, said that the early settlement this year resulted in part from the exceptionally large group of Central California fishermen going to Alaska for the Bristol Bay fishing this season. They were interested in getting the sardine settlement before they set out for the North.

The 1961-62 price is $50 per ton for sardines; $45 for mixed fish; and $42.50 for mackerel.

Last year the price was a flat $35 for all wet fish.

The Standard of Quality

- Drag or Trawl Winches of all types and sizes
- Purse Winches for all types of seiners
- Heavy duty Dandeline Blocks, Purse Blocks, Crab Blocks, Purse Davits, Stern Davits, Drag Doors
- Anchor Winches for boats 40 ft. and over

Is the Northern Line

Built by

Tacoma Boatbuilding Co., Inc.

Arne Strom, Owner
132 Sitcum Waterway, Tacoma 2, Wash. Phone: MAin 7-8138

VITA FOOD

TRADE MARK

PRODUCTS, INC.
GENERAL OFFICES — NEW YORK CITY

mporters & Ex-
rters — Pro-
cers, Packers
Smokers

FISH OF ALL KINDS

Mildcured and Frozen from all Principal Centers of Alaska

SEATTLE OFFICE — 1844 WESTLAKE NORTH

EST 1830 WALL ROPE

SYNFLEX

RUGGED, TAKES EXTRA STRAIN!

Polypropelene or Nylon
cork line, pot warp, lead line.

"THE HOUSE OF FRIENDLY SERVICE"
NORDBY SUPPLY COMPANY
Fisherman's Dock Seattle 99 ATwater 2-9607

Japanese-Tagged King Crab Taken at Alitak

A tagged King crab captured by crab pot in Alitak Bay, Kodiak Island, by American fishermen in early March bore the disquieting evidence that Japanese fishing operations had finally extended to vicinity of Kodiak. On a red plastic disc attached to the leg of the crab was a number and the legend, "Hokuyo."

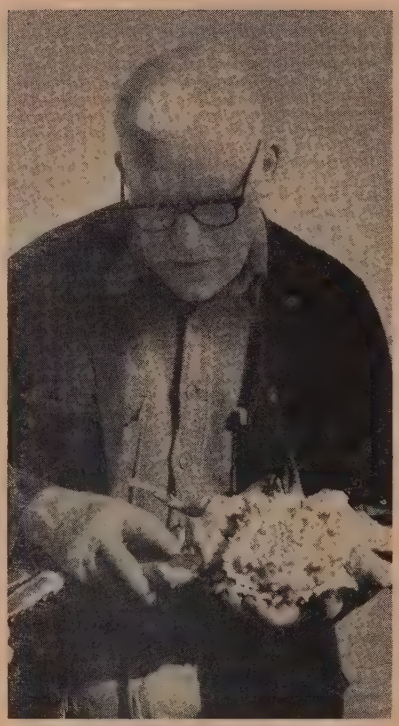
The tagged crab was taken to Port Wakefield where Wakefield Fisheries flew it to the Alaska Department of Fish and Game Headquarters at Kodiak for further examination by Research Biologist Guy C. Powell, a King crab specialist for the Department.

Mr. Powell promptly wrote the Tokai Regional Fisheries Research Laboratories at Tokyo and a quick reply from the Japanese fisheries company, Hokuyo Suisan Co., Ltd., revealed that limited King crab tagging had been done in the Unimak Pass, Shumagin Island and Kodiak Island areas during September, 1960, when 235 King crab were released by three vessels of the Shinyo-Maru fishing fleet belonging to the company while engaged in an exploratory research program.

The crab caught at Alitak was one of these. It had been released off Kodiak and had migrated 27 miles to Alitak Bay after six months of freedom.

Due to the excellent co-operation of the Japanese in supplying tag date, Mr. Powell believes the off-shore King crab studies of the Department of Fish and Game in 1961 will benefit by these Japanese tagging operations.

Hokuyo Suisan Company has requested that should any of their marked crabs be found in the future, that knowledge of their number, location and date of capture be forwarded to them at Tokyo to facilitate the company's survey and research program.



Howard Wakefield points to the Japanese tag attached to the leg of a King crab taken in March in an American crab pot in Alitak Bay, Kodiak Island. The crab was kept alive and delivered to Wakefield Fisheries' plant.

Scientific Gillnetter Fishes for Small Fry

● Not all of the 32-footers which went north this spring will fish for profit. One at least—bearing the name of *Iliamna*—will fish for facts on the great lake of that name.

She was provided for the Fisheries Research Institute of the University of Washington by a group of Bristol Bay operators who have supported the FRI fundamental scientific studies for years.

With the enumeration aspect of Bristol Bay scientific studies in hands of the Alaska Department Fisheries this year, the FRI scient are freed for studies of the fr water survival and growth rates fr the egg through the stream and l periods of the Red salmon life hist until the young fish move to sea factors on which forecasts must part be based.

Thus *Iliamna,* which was built the Bumble Bee Shipyard, Asto and is powered with a Waukesha sel engine, is equipped with winc for towing nets, sounding and reco ing devices, laboratory facilities in galley, and sleeping quarters for f men.

Iliamna was equipped with Simrad white line Skipper record sounder with a Simrad basic t transducer to be used for locat young fish in the lake, and also following adult lake spawners.

The basic type transducer provi for horizontal scanning, making equipment specially suited for s research studies, it is pointed out Ted Jules, manager of Viking Equ ment Co., Seattle, which installed Simrad instruments.

"Carl R." Prospecting Norton Sound Chums

Among the numerous 1961 p pecting expeditions reported but confirmed is one said to be in proc with the steel seiner *Carl R.*, own by Whitney & Co. prospecting Chums in Norton Sound betwe Nome and the delta of the Yuk River.

Reports are that any fish fou will go to P. E. Harris Co.

This venture appears to result fr reports by Alaska Department of F and Game biologists last fall that s stantial populations of Chums w found in some of the streams falli into Norton and Kotzebue Sounds.

World's Most Revolutionary . . . . . .
MERCURY FISHING LAMPS,
FISHING GEARS &
BOAT EQUIPMENTS.
Multiply Catch . . . Cut Time . . . Make Money . . .
Main Lines:
Manufacturers & Exporters
SANDEN COMPANY, LTD.
No. 36, 3-chome, Nakajuto, Kita-ku, Tokyo, Japan
Cable Address: SANDENMERCURY TOKYO

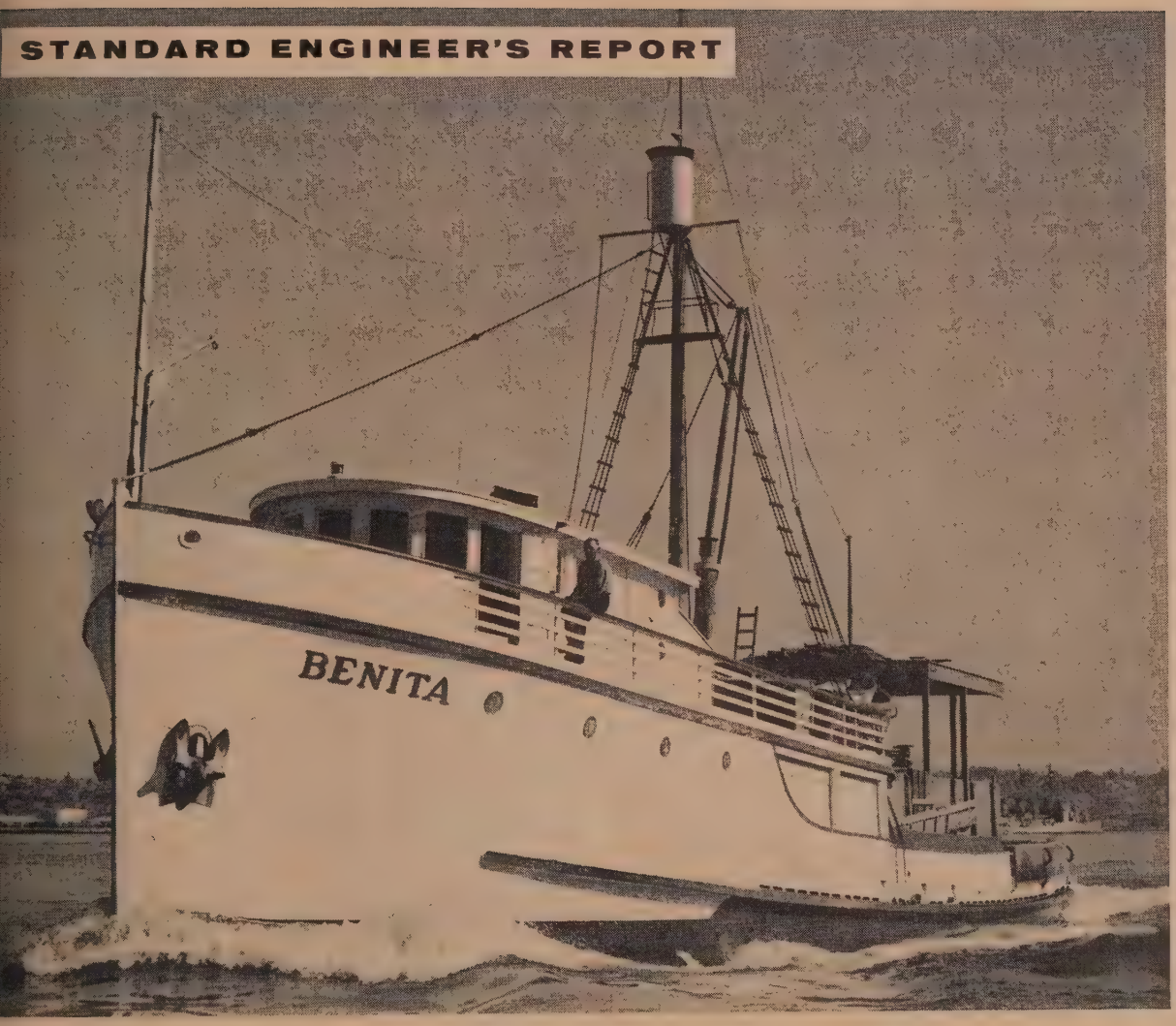
Heavy Duty Radiotelephone

NORTHWEST Model NW-3

- 260-W INPUT TO FINAL
- TUNABLE RECEIVER, 540-14,500 KC
- 11 CHANNEL 2-9 MEGACYCLES

Northwest Instrument Co., Inc.
1403 West 45th St.
Seattle 7 SUnset 4-8444

STANDARD ENGINEER'S REPORT



Tuna clipper weathers 25 years of rugged duty with no failures...on RPM DELO Oil

ce her launching in 1935, the 92-foot ıa clipper, MV Benita, has made e trips a year in Southern waters. st of the trips have been 1000-)0 miles long. Only RPM DELO avy Duty Lubricating Oil has been ed in 25 years operation.

s long as I'm her owner," says Matteo att) Ghio, "we'll be using 'RPM LO' and Chevron Diesel Fuel in the ıita. We've given her some pretty rough going down through the years. But we've never had any trouble with piston rings sticking, rust, carbon or sludge. And when the chips were down, the Benita's diesel has never failed us. 'RPM DELO' has kept it in fine shape."

Shipnotes: A 225-horsepower Union engine powers the Benita. She carries two auxiliary engines: An Atlas and a GMC. Up to 100-tons of fish can be stored in the hold.

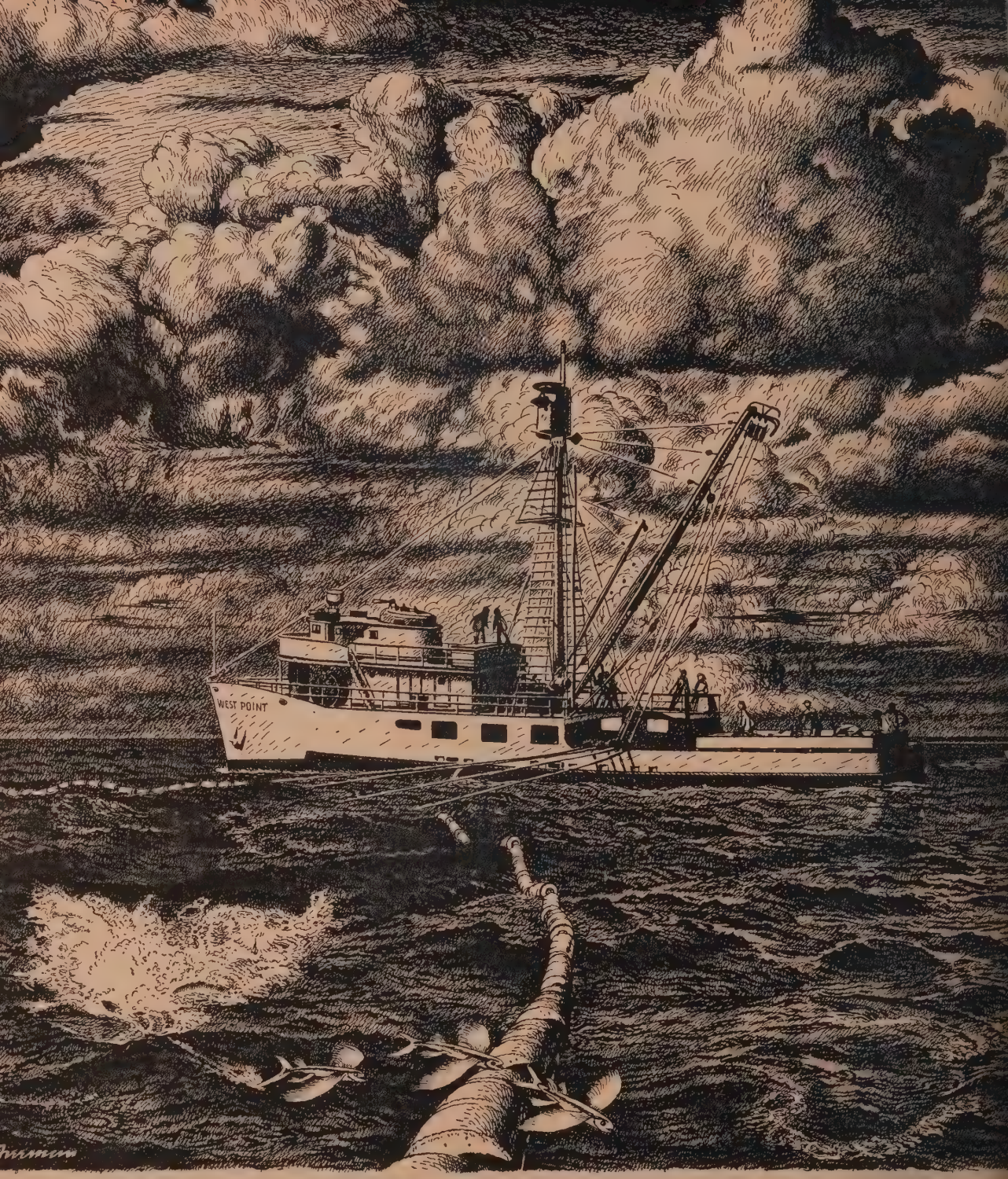
Marine lubrication problems? Let one of our technically qualified engineers solve them for you. His experience and the wide range of top-quality Standard products assure economical solutions to any lubrication problem.

The free technical assistance of a Standard Engineer is available at all major West Coast ports. For more information, contact any Standard Oil representative, or write: 225 Bush Street, San Francisco 20, California.

RPM DELO

STANDARD OIL COMPANY OF CALIFORNIA

TRADEMARKS "RPM DELO" AND CHEVRON DESIGN REG. U.S. PAT. OFF.



Texaco helps you keep profits in the bun

Hydraulic purse-seining puts tremendous strain on equipment. Handling sets as large as 265 tons demands faultless power block and winch operation.

Texaco Regal Oil R&O is specifically designed to fight major hydraulic problems, such as clogged systems, jerky action, power loss. You get dependable operation: Clean hydraulic lines, smooth and steady pull, maximum power—as a result of using Texaco Regal Oil R&O.

Texaco Inc., 3350 Wilshire Blvd., Los Angeles 5, California, or 1511 Third Ave., Seattle 1, Washington.

Tune In: Texaco Huntley-Brinkley Report, Mon. Through Fri.-NBC

QUALITY AND SERVICE AROUND THE WORL

How American Beauty" Carries her Papoose

Ramp-carried skiff carries its own skiff, too. Note the 16' "fish chaser" in the big skiff. The slope of the ramp proves just right for easy loading, safe carrying and fast launching.

Aboard a large tuna seiner, the net ff is a vessel almost as important as vessel itself, because it plays an ential part in setting the net and nging the catch aboard. Fast, ac- ate handling of the skiff is vital to uccessful set.

Until recently, it has been the un- ual practice to carry the skiff on turntable, on top of the net, when vessel is cruising, and to tow it ern when looking for fish. Carrying skiff on the turntable is fine, but towing it slows down the vessel at a time when speed may be essential to make a good set.

rn Bowman, skipper of the nverted **American Beauty.**

In converting *American Beauty*, the owners and the shipyard used a method that adds speed to the vessel, yet permits instant launching of the skiff when it's time to set the net. A ramp, on a gentle slope, was built up from the horseshoe of the vessel, close to the waterline, to the working deck, which is a raised poop deck, a familiar feature on conversions. This ramp is about 20' long and has three grooves the length of it into which fit the steel runners on the bottom of the skiff.

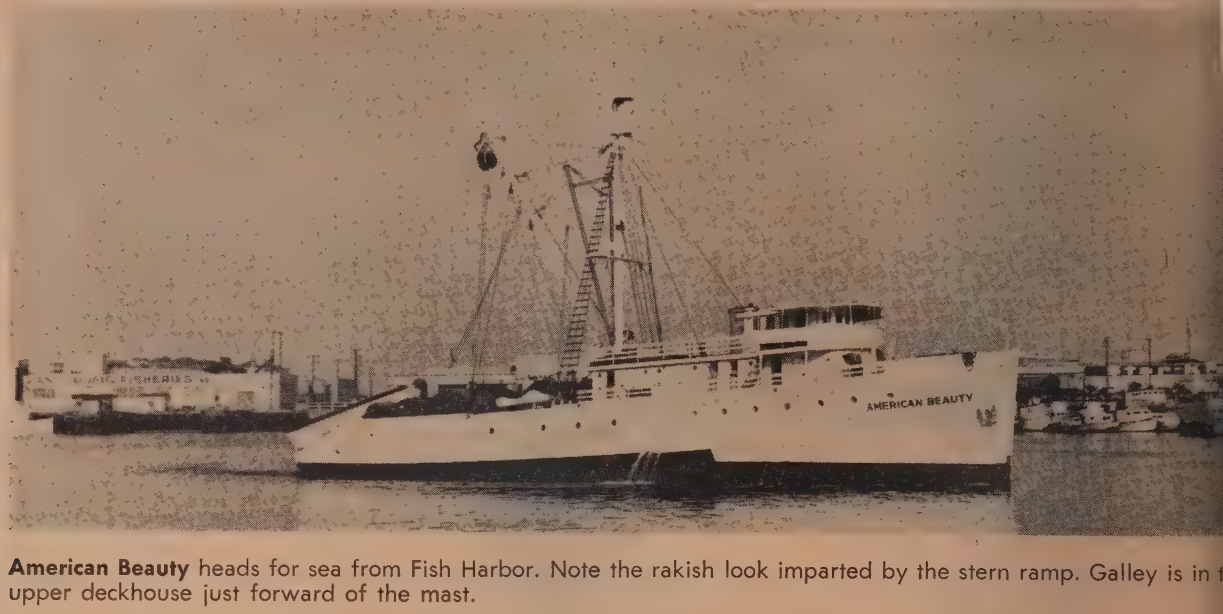
When the vessel is cruising, the skiff rides on the ramp, held by a cable to the net winch. When the vessel is actively looking for fish, it is not necessary to launch and tow the skiff, thereby losing half a knot of speed or so. She keeps the skiff on the ramp, from which it can always be launched in a matter of seconds. No time is lost, either in cruising speed or in launching.

● *American Beauty* is not the only converted seiner to handle her skiff on a ramp, but she was the first boat to use this method; and her particular ramp, which is steep enough for a quick launching but not steep enough to run the risk of swamping the skiff when it is let go, seems to be outstanding in design, and should be outstanding in performance also.

Another advantage of the ramp mounting is that it saves chafing on the tow line. On *American Beauty* all the bait wells except the after deck tank were saved, thus saving fish-hold capacity, and the bait tanks actually were helpful in building the poopdeck. Active in working out the plans for the conversion were the skipper, Vern Bowman; the fishing master, Frank Manaka; the engineer, Bill Cabral; Charlie Buchan Sr. of Van Camp Sea Food Co.; and Charlie Buchan Jr. of Fellows & Stewart, where the conversion was done.

● The ramp astern helps to give *American Beauty* a fast look, and she is a trim ship in the water. She is 142' long by 29'6" beam, wood hull. Aside from the skiff ramp her conversion design is largely conventional, with the power block on a long boom forward of the winch, but with a raised poopdeck astern, a feature which is almost standard now on converted seiners.

The *Beauty* is also the first conversion to make a major change in the ship's accommodations. The galley was moved up from its usual position on the main deck to the top deck. In other words, the winch and working



American Beauty heads for sea from Fish Harbor. Note the rakish look imparted by the stern ramp. Galley is in t upper deckhouse just forward of the mast.

deck are on the same level with the galley, and just outside the galley entrance.

This move serves two purposes. One, it places the galley on an open deck where it will be cooler and more comfortable for the crew. Two, it makes it possible for the cook to give a hand in fishing operations and still keep an eye on his main job of cooking. The space formerly occupied by the galley is now an engineer's stateroom, with four bunks. This is a handier location for the engineer's quarters, being nearer the engine room than the former position on the upper deck.

First Rowe Net Winch

● On *American Beauty* is the first Rowe net winch to be used in the California tuna fleet. Officially, it is a No. 16 CA-3 three-drum winch. It is air-controlled, with an air clutch and an air brake, which are said to give the winch great flexibility and instant positive control. All shafts turn in roller-bearings.

The winch is driven by a four-cylinder GM 471 85-hp diesel. This is mounted on the lower deck immediately below the winch and works through a torque converter and Twin-Disc clutch. The installation was supervised personally by Clarence Rowe of Rowe Machine Works, Seattle, who spent several days on Terminal Island during the conversion of the *Beauty*.

American Beauty has an outboard chute which can be used to receive the fish from the brails, then deliver it to the fish hopper between-decks and again to the cargo well hatches. Fish can also be brailed direct to the fish hopper through the usual hatch in the upper or working deck.

The power block boom is 64′ long, the other booms 40′ and 45′. Normally, one of the two cargo booms is used for brailing and the other for launching the skiff, etc. The skiff, built by Mardesich Cabinet and Boat Works, is 30′ by 16′, made of marine plywood with a plastic and glass fiber skin. The vessel also ships a 16′ "fish chaser" skiff, with an outboard motor.

● *American Beauty* has an all-nylon net, partly made by Linen Thread Co.

Frank Manaka, fishing master of **American Beauty,** beams his pleasure with the converted seiner.

and supplied by Seaside Supply Stor and part purchased direct from a E ropean manufacturer. The net is 4 fathoms long, 48 fathoms deep, pered down to the tail end. Her le line is Campbell 7/16″ galvaniz steel chain and her cork line ¾″ Gre Western nylon, supplied through Se side. She has 10″ rings and carr about 7000 Spongex floats. The b dles are ¼″ chain. The webbing 4¼″ mesh, 42-thread, with a top se age of 10 meshes of 5″ and a botto selvage of 50 meshes of 8″.

All the vessel's engines, refriger tion and most of her other equipme were completely overhauled duri the conversion. She is powered by 600-hp. Union 6-cyl. diesel engi with 4-cyl., 135-hp. Union auxiliari Her tail shaft is monel, with Goodri Cutless stern bearings.

During the conversion, about 4″ pitch were taken out of her propelle to get more rpms out of the engi Her refrigeration consists of two 6½ by-6½ York and one 7½-by-7½ Kohlenberger compressors, with Worthington 3-by-3 for the galley.

● One unusual feature aboard *Amer can Beauty* is a powerful blower whic was installed to exhaust the hot a and fumes out of the engine roo The outlet was mounted on the sta board deck, and the blower was s powerful at first that the men ha trouble walking against the gale th blew down the deck. So the fan wa slowed down to a tolerable speed.

American Beauty should make record not only as a fast and efficie fishing machine, but as a more-tha ordinarily comfortable vessel to shi on.

Skipper of repowered *Crest* talks about the Twin Disc MG-508 Marine Gear

"It's a first-rate fisherman's gear"

says Capt. Gerald V. Holmstrom

st spring Capt. Gerald Holmstrom Mount Vernon, Wash. had his ner *Crest* repowered with a new lis-Chalmers AC-16000 diesel. This gine, which produces a continuous eed of 9.5 knots at 1700 rpm, drives rough a Twin Disc MG-508 Marine ear (3.39:1 ratio). Here's what pt. Holmstrom has to say about s hydraulic gear's performance:

"The MG-508 is unusually compact design and very smooth in operation. The boat handles much better with the new engine, and part of the credit goes to the positive operation of the Twin Disc gear.

"I specified the trolling valve accessory when I ordered the MG-508. This valve is very handy when you're hauling halibut gear and you want to make only so much headway. The engine maintains efficient rpm and you can turn the propeller as slow as you want without constant clutching.

"In my opinion, the MG-508 is a first-rate fisherman's gear."

TWIN DISC CLUTCH COMPANY
Racine, Wisconsin
Parts and Service Everywhere

TWIN DISC
POWER TRANSMISSION EQUIPMENT

TWIN DISC
Marine Gears

Are you registered?

If you've recently acquired a radio-equipped boat, you may miss important calls from shore unless you're registered with us. Simply phone our nearest business office and ask for the ship telephone representative. He'll register your call letters for the entire Pacific Coast. For more information about radiotelephone services, ask him to send you our directory and fact-filled ship telephone service booklet.

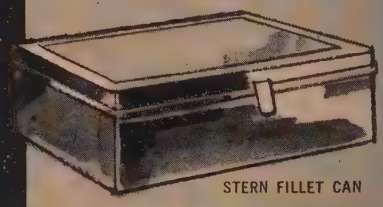
Pacific Telephone **Pacific Telephone Northwest**

PART OF THE NATION-WIDE BELL SYSTEM

STERN
a good CAN name
since 1901

CANS FOR INDUSTRY

60 years of progress
in can manufacturing



STERN FILLET CAN

1 GALLON CLAM AND OYSTER

STERN CAN COMPANY, INC.

BOSTON 25, MASSACHUSETTS
5437 SO. MASSASOIT AVE., CHICAGO 30, ILL.

BUILDING and MAINTENANCE

FISH BOATS

WATER TAXIS

FERRIES

FIRE BOATS

TUG BOATS

DRYDOCK
MARINE WAYS
WHARFAGE

ENGINES

OSCO-FORD DIESELS
•
PALMER GASOLINE
•
RCA
MARINE ELECTRONICS
•
PROPELLORS
•
MOST SIZES
UP TO 40" IN STOCK
•
MARINE HARDWARE

FELLOWS and STEWART
INCORPORATED

TERMINAL ISLAND
CALIFORNIA

. C. Salmon Industry Starts Season on Time At Last Year's Prices

For the first time in several sea-
, British Columbia's salmon indus-
was spared interruption in the
t-up of 1961 operations as a result
he acceptance by the fishermen of
operators' price offer.

lthough the fishermen's union
otiating committee had recom-
d against acceptance, 64.3% of the
s were in favor. As a result, oper-
s immediately reactivated their
ts and fishing started on schedule
e 18.

rices accepted by the fishermen
e the same as those prevailing last
on—32¢ a pound for Sockeyes;
for Coho; 11¢ for Pinks; 9¢ for
mer Chums and 9 to 12¢ for
ms caught after September 1. In
tion, the operators offered to
tribute additional amounts to the
ermen's welfare fund.

The union had asked for 36¢ for Sockeyes, 16¢ for Chums, 30¢ for Coho and 15¢ for Pinks.

The Fisheries Association of B.C., representing all major operators, had made it clear that unless the fishermen signed an agreement prior to the start of the season they would not open their canneries. The fishermen would therefore have been unable to sell their catch except to a few independent buyers. Prior to the vote, the union's executive had told the fishermen to go ahead and fish anyway. However, in view of the subsequent acceptance of the association's price offer, the problem automatically resolved itself.

The union executive recommended acceptance of the association's wage offer to tendermen and shore workers, overcoming the final hurdle to resumption of full-scale operations up and down the coast.

Reason for the operators' insistence on settlement at the outset of the season was that they felt they could not afford a stalemate or the risk of a shutdown after the season has once been opened, due to the highly competitive nature of the market this year.

The association pointed out that there was a large inventory of salmon stocks as a result of Japanese and Russian fishing operations and that the British market, as a result, was uncertain. Nor was there any firm prospect that the domestic Canadian market would be able to absorb a larger proportion of the 1961 pack.

Solid Herring Fishing Found by Canadians

British Columbia's summer herring fleet was finding solid fishing during the early weeks of its season, having taken 9,289 tons to the middle of June, almost all of it in the lower and middle East Coast areas of District No. 3.

The yield to that date was 1,360 tons of meal, with 263,775 Imperial gals. of oil.

HI-TEX ENAMEL... *best by any chart!*

Fishermen and other work boat operators like Hi-Tex best. They prefer it because it resists chipping, cracking, the bite of salt spray and all the other hardships of marine use. And . . . equally important . . . it stays brighter after two years than many enamels after one! In white, or 20 brilliant colors, there's real economy in high quality Hi-Tex. Ask for it at your dealers today.

Triple "C" Products

AMERICAN MARINE PAINT COMPANY

Home Office: 311 California Street, San Francisco

QUALITY PAINTS SINCE 1903

Ask Presidential Fishing Parley To Tackle U.S. Industry Problems

• A presidential call for a national conference on United States commercial fishing and its problems is sought in a resolution introduced in congress by Congressman Bob Wilson (R, San Diego, Calif.)

Citing the officially adopted United States policy for its fisheries, as stated by Congress a few years ago, Representative Wilson lays particular stress on the paragraph:

"The fishing industry . . . can prosper and thus fulfill its proper function in national life only if its needs for freedom of enterprise, protection of opportunity, and certain governmental assistance are met. . . . The well-being of the commercial fisheries has a direct bearing on the well-being of all."

The conference he proposes would be conducted by the Secretary of the Interior through the Bureau of Commercial Fisheries.

It would be authorized to:

"Explore ways and means of attaining freedom from such administrative and local restrictions which ignore the economic needs of the industry;

"To review and evaluate governmental activities that have the obligation to be responsive to the needs of the commercial fishing industry;

"To explore ways and means of attaining that economical atmosphere in which commercial fishing products and processing can prosper;

"To explore ways and means of developing new fishery techniques, new fishing areas, new fishery products and new fishery markets."

Borti Petrich Becomes Consultant in Fisheries

Borti Petrich, for 20 years a fisherman, for several years with Star-Kist in the fleet office, and a member of a pioneer San Pedro fishing family, has established an independent business as a fisheries consultant in San Pedro.

BORTI PETRICH

Mr. Petrich is putting at the servi of his clients his experience and kno ledge of a wide range of fishi matters. Born and raised in San Ped he fished sardines, mackerel and tu in San Francisco as well as in t South, and is an expert in gear a methods. His background goes back long generation to his father And Petrich, who died recently. The eld Petrich came to the Columbia River a fisherman in 1902 and two yea later began fishing in San Pedro.

The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS!

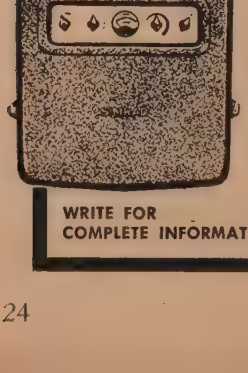
Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

The PAK-FORMER, designed exclusively for Chunk and Grated Style Pack, is now available to the tuna industry under similar terms as the PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.

P. O. Box 1322, Warrenton, Oregon



MORE FISH

FASTER-EASIER

WITH THE

SIMRAD **WHITE LINE ECHO RECORDER**

More Fish — Less Time — Higher Profits. SIMRAD sees and records the Exact Depth, type of sea-bed, single or schools of fish & kind of fish.

VIKING EQUIPMENT CO.

WRITE FOR COMPLETE INFORMATION

2921 E. Marginal Wy. — Seattle, Wash
PHONE: MAin 4-5235

Where *dependability* counts

ONAN

is the choice!

Afloat or for shore stand-by service ONAN will provide dependable, economical electric power. Air-cooled—water-cooled; gasoline or diesel from 500 watts to 230 kilowatts.

3 KW — Model 3 — MDSL, 1-cylinder, 4 cycle, water-cooled, Heavy Duty Diesel.

FREMONT ELECTRIC CO.

Switchboards - Instruments - Switches - Electric Wiring - Repairs - Service - Installation

744 North 34th Street Seattle 3, Washington MElrose 3-2323

SEATTLE BRANCH 1312 Airport Way MAin 4-7984

BREMERTON BRANCH 610 Sixth Street ESsex 7-3731

nfisco Promotes Two duction Executives

wo executives of Canadian Fish- Co., Vancouver, B.C., who have been prominent in the industry, promoted recently—George Mc- to be general superintendent, Lloyd Monk to succeed Mr. Mc- as production manager.

r. McKay has been with the com- for some 35 years, and Mr. k since the late 1940's.

VU Local 33 Elects val to 5th Term

hn Royal won his fifth year as etary-treasurer of the Internation- ongshoremen's & Warehousemen's on, Fishermen's Union, Local 33, Pedro, Calif., in elections recently luded in the San Pedro fishing .

rank Burcina was elected business t. Mr. Royal and Mr. Burcina named to attend the ILWU in- ational convention in Honolulu in l.

esides the Messrs. Royal and Bur- the following were named to n posts:

resident, Gilbert Zafran; vice-pres- t, Mel Kolumbic; chief patrol- , Paul Serka; sergeant-at-arms, Tomich; trustees, Mr. Serka, nen Lubetich, Andy Fiamengo; utive board, Mr. Serka, Sam Ba- o, Mr. Fiamengo, Nick Uglesich, Marinkovich, Anthony Zuvich, iel Bozin, Nick Lovrich, Jack lich and Mr. Lubetich. The bal- g committee was headed by Mike limir, chairman.

IN ROYAL, chosen for a fifth n as secretary-treasurer of ILWU ermen's Union, Local 33, San ro, Calif.

"RCA Radar and Fish Finder mean safety and success on the fishing banks"

...Says Herbert Greene, Owner of TERRA NOVA, Trawler

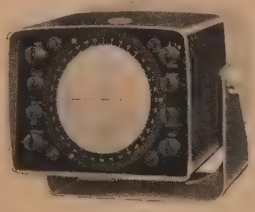
"Our RCA Radar speeds up trips in and out of port, particularly during foggy weather. The 'Fischlupe' is invaluable in locating schools of fish and helping us to stay with them while a trawl is made. Together they mean safety and success on the fishing banks."

The trawler TERRA NOVA is equipped with an RCA Model CR-105 Radar and an LAZ-16 "Fischlupe" Fish Finder. Both of these equipments have been used since the trawler was acquired about six years ago.

Other dependable RCA equipments now include the new CR-107A Radar with range scales of ½, 1½, 4, 12 and 32 miles, the Compact Radar N3A shown at right, the ET-8060 20-Channel Radiotelephone and the LR-8803 Direct Reading Loran—all RCA dependable.

RCA's complete Radiomarine Electronic Equipment Package can help your workboat fleet to communicate faster and navigate better to increase safety and profits. Write to RCA, Fleet Marine Equipment, Dept. X-413, Building 15-1, Camden, N.J.

MODEL LAZ-16 RCA FISH FINDER
Gives accurate indication of the seabed, fish and other underwater objects. Echo appears as easily read display on face of cathode-ray tube.



NEW RCA RADAR N3A
An exceptionally fine navigational radar in a small, compact, low-cost package. Offers sharp, clear presentation on large 7-inch scope. Antenna weighs only approximately 25 lbs.

RCA The Most Trusted Name in Electronics
RADIO CORPORATION OF AMERICA

Starlund and Mains Take Washington Fishery Helm

• George C. Starlund became Washington State Director of Fisheries July 1, succeeding Milo Moore, who had served as director for four years, and once before during the Walgren administration for a similar period. The appointment was forecast in the June number of *Pacific Fisherman.*

Mr. Starlund is a career administrator in state government, having served Washington in various capacities. For four years he has been state director of the department of Public Assistance.

In the early '50s he was executive director of the Stream Conservation Council, an organization of all agencies, industrial, sport and commercial fishing, forestry and wildlife conservation interested in protection of fresh water resources.

Mr. Starlund's administration of public office has been marked by smoothness of operation and lack of controversy, with the director exercising a degree of reticence amounting almost to anonymity.

To assist him in the Department of Fisheries, Governor Albert D. Rosellini appointed Edward Mains as assistant director. Mr. Mains is veteran member of the department's scientific staff and for a number of months has been serving it as chief biologist under Mr. Moore.

In his new position Mr. Starlund will become Washington member of the Pacific Marine Fisheries Commission; and he is expected to be appointed by President Kennedy as a member of the International Pacific Salmon Fisheries Commission.

• Mr. Moore made a trip to Washington, D. C., in June and upon his return said he planned to spend some weeks on a fishing trip in Canada. He said he had made no definite plans as to his future activities, but was hop that they would be associated w "fish farming," to which he has be dedicated throughout his second te as Washington fisheries director. said upon his return that he was encouraged by the prospects for federal appropriation in support o sweeping program of "fish farmi as he advocated in a report which submitted to the appropriate comm tees of Congress late in April.

Columbia River Summer Season Opens Favorably

Favorable fishing was reported the Columbia River with the m June re-opening for the summer s son. Best catches seemed to co from the middle river, from May upstream, with opening day catc up to a ton per boat.

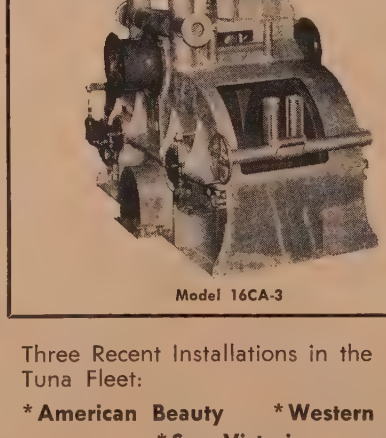
Renewal of fishing found the ri heavy with one of the best shad r in a number of years.

Bluebacks were not showing stro ly, and fishermen did not expect th to do so until the annual freshet itself out and lower, clearer water p vailed.

Trollers coming into the Colu bia had fair catches of Silvers.

DO YOU WANT THE BEST?

BUY A ROWE WINCH



Model 16CA-3

Three Recent Installations in the Tuna Fleet:

* American Beauty * Western King * Sun Victoria

Builders of Fishing Winches for Over 50 Years

ROWE MACHINE WORKS

2425 N.W. 54th Street

SEATTLE 7, WASHINGTON SU 4-1986

CATERPILLAR

MARINE DIESELS

ELECTRIC SETS

Sales • Installation

Parts • Service

Dockside Facilities on Lake Union

NC MARINE

NC MARINE

A DIVISION OF NORTHERN COMMERCIAL CO

2500 Westlake Ave. N. • SEATTLE

ATwater 3-6340 • JUNEAU • KETCHIKAN

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co

STARR NYLON NETTING

made only from 100% DuPont Nylo

STARR NETS

Stocked and Distributed by

CONSOLIDATED NET & TWINE CO

Fisherman's Terminal

Seattle 99, Washington

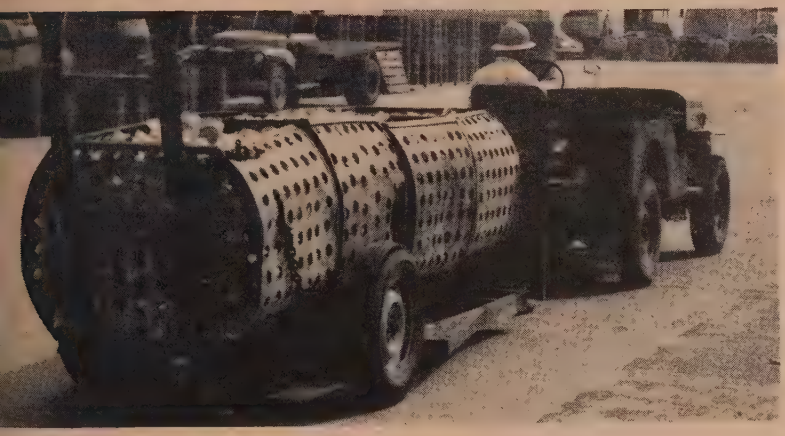
STARR NETTING • STAR PERFORMANC

A. M. STARR NET CO. EAST HAMPTON CONNECTICUT

Pacific Fisherman's

HIGHLINE CORNER

Ideas, Devices, Methods Fishermen Find Profitable



SAM CART, that's what it is, and it's employed by National Packing Co., n Camp subsidiary at Ponce, Puerto Rico, to convoy retort baskets of oked tuna 200 yards or so to the warehouse. It is a Jeep-drawn trailer o which four baskets are pushed on their casters. The upstanding tail- e drops down to form a ramp for loading and unloading. Don Doran, nt manager, says an employe named Sam suggested it and its name es honor to his idea.

oyant Polypropylene elps Trawl Fish Well

The U. S. Bureau of Commercial heries reports several successful s with a trawl using polypropylene ting. Working with the A. M. Starr t Co. the M. V. *Delaware* and sev- l independent fishermen construc- the upper wings, square, and top ly out of polypropylene netting. cause polypropylene is very buoy- , most of the floats were elimi- ed, allowing the net to fish in a re open position. Not only were re fish caught, but less power was eded to tow the net. This lower ter resistance paves the way for aller boats, larger nets and higher ving speeds. Besides being lighter l stronger than cotton, polypropy- e is also rot-proof. This twine, refore, appears to have many ad- ntages for this application.

The A. M. Starr Net Company, neers in the use of synthetics for n netting, has been experimenting some time with polypropylene. Although still somewhat in the experimental stage, they believe there are many applications where this twine could be used to the fishermen's advantage. Further information may be obtained by writing the A. M. Starr Net Co., Inc., Polypropylene Dept., East Hampton, Conn.

Mono-Fil Out-fishes Multi-Nylon 225 : 2

Evidence accumulates that mono-filament nylon nets are several times as effective in gillnetting tuna at sea as are nets made of conventional multi-filament twine.

For example: recently the research vessel *Charles H. Gilbert* of the Honolulu Biological Laboratory fleet made an experimental set of her gillnet around a school of oceanic Skipjack which had been chummed and fished with live bait. Half of the net consisted of conventional multi-filament nylon and the other half of mono-filament nylon.

The catch in the mono-filament section was 225 Skipjack; vs. 2 Skipjack in the conventional gillnet.

In a previous instance when the fishing was interfered with by fouling the net on the *Gilbert's* wheel, the ratio was less, but still impressive—60 : 3.

In yet another instance the ratio was 34 : 0.

In all this experimental fishing it thus far appears that chumming is necessary in connection with the gillnet; and that merely setting the nets in areas where Skipjack are seen is not economically effective.

Compact power features this newest Fisher Research Laboratory Transi-Fone marine radio telephone, which has an input of 150 w. and an output of 85 to 95 w. Fisher Labs think it is the most powerful set in so small a package—7.75" by 14" by 11.75". This is a big brother of the many 100-w. Transi-Fones which Bryant's Marina, Seattle exclusive distributor, has installed in fishing vessels. It was designed specifically for the fisherman's requirements.

B.C. Fishermen Demand Sharp Fish Price Rise

• Although British Columbia fish packers expect they will face a tough marketing situation this year as a result of the larger pack expected and the intensified world competition, commercial fishermen have asked the Fisheries Association of B. C., which bargains for the companies, for increases up to 8¢ a pound in the minimum price paid for salmon this summer.

Spokesmen for the association, including President James Sinclair, said he was surprised by the demand for higher prices in view of the industry's difficulties, induced in part by the exceptionally low catch last year.

Secretary Homer Stevens of the United Fishermen and Allied Workers Union claims the prices requested are almost the same as the average received last season. The minimum prices asked this year, with last season's average and minimum prices in parenthesis, follow:

Sockeye 36 cents a pound (35.2,32) Coho, 30 (30.8,22) Pinks, 15 (11.9,-11) Chums, 16 (15.3,12).

The fishermen are also asking for 10¢ per case of salmon for the union welfare fund, compared with 5¢ last year; medical insurance shared 50-50, pension plan financed by 5% of fishermen's earnings with matching contribution from the companies; company payment of full cost of compensation coverages for the gillnet fleet on same basis as the seine fleet is now covered; a new deal on boat rentals, etc.

The Fisheries Association has countered with the claim that such concessions are wholly unrealistic in view of prevailing and prospective market conditions. It points to the carryover of 282,000 cases in Japan, due to i bility to sell the entire pack in t United Kingdom, indicating declini consumption in that market. It a points to the reduction in the pri of Japanese Sockeye quarters deliver to United Kingdom ports by $7.56 p case, or 12.7%.

The association also recalls that t value of canned salmon exports fr B. C. to the United Kingdom declin from £7,078,042 in 1950 to £3,04 317 in 1960, a reduction of 57 while in the same period U. S. expo to the same market declined on 2.2%, while Russia increased its sal in the British market from £609,9 to £1,522,129—a gain of 149%.

"These are significant facts whi the salmon industry cannot bru aside," comments Mr. Sinclair, w looks for increasing competition th year from Japan, the U. S. and Russ and sees small prospect for much i provement in the Canadian domes market, which has declined from 93 000 cases in 1953 to last year's lo of 727,000 cases.

Soviet Bering Operations Reach Staggering Intensity

USSR fishery operations in easte Bering Sea, as reported in June b observers in that area, had attaine staggering intensity. Somewhat earli the vessels appeared to be concen trated generally only a short distanc north of the Alaska Peninsula, ge erally in the sector from False Pa east and north to Port Moller. Late the main concentration appeared t move westerly.

In this Soviet fleet some of the ve sel types and numbers noted were:

One crab factoryship, estimated i 14,000-ton class.

One factoryship of 11,000-ton clas served by 26 or 28 Kawasaki typ fishing boats, all working in the pr viously described area near the Alask Peninsula.

Two 6,000-*ton motherships.*

Ten stern trawlers estimated a being in the 2,500-ton class.

Seventy to eighty trawlers of th 250-ton class.

PETTER DIESEL ENGINES AND GENERATING SETS

Drive your auxiliary equipment with a small diesel—Ideal power for generators, winches, compressors, pumps.

Air and Water Cooled

1½ to 104 H.P.

USE A PETTER ENGINE MADE BY THE WORLD'S LEADING MANUFACTURER OF SMALL DIESEL ENGINES.

For information, write to:

HAWKER SIDDELEY BRUSH INC.

34-14 58th Street, Woodside 77, New York

★ SELLING & BUYING ★

12¢ a word per time, $4.00 minimum. (For box numbers addressed to PFN, add $1.50.) Business card display—$29.00 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 500 Howard St., San Francisco 5, California.

COMMERCIAL FISHING BOATS

Refrigerated Northern Albacore Trollers, Salmon & Crab Boats, Seiners, Draggers, Monterey Clippers, $1,000 & Up. Now off-season moored ready for inspection. WOODWARD BROKERAGE, Moss Landing, Calif. NEwton 3-2620.

COMMERCIAL FISHERMEN
In Mexican-Central American Waters

PACIFIC TOWBOAT & SALVAGE CO.

Offers Standby Salvage and Towing Service

Pier "D" Berth 35 Long Beach HE 2-6487
Long Beach 2, Calif. Cable Address: PACTOW
"KANAK"—WA 6710

315 N. Avalon,
Wilmington, Calif.
Phone: TErminal 4-4538

Official Sales Agency for . . .
U. S. HYDROGRAPHIC OFFICE & COAST AND GEODETIC SURVEY

CHARTS and PUBLICATIONS

GRIDCOOLERS

Engineered
KEEL COOLING
for Engines to 1000 h.p.

- **STREAMLINED**
- **SEAWORTHY**
- **RELIABLE**

THE SIMPLEST AND MOST DEPENDABLE FORM OF FRESH WATER COOLING

MAY BE RECESSED FOR FLUSH TYPE INSTALLATION

Literature on Request

R. W. FERNSTRUM & COMPANY
MENOMINEE, MICHIGAN

alif. Albacore Co-Op. laving Own Fish Canned

he Fisherman's Cooperative Assn., , Albacore Division, of Terminal nd, Calif., has completed arrange- nts with a Terminal Island canner, n Kelley-Clarke Co., food brokers Los Angeles, and with Cole Fischer gow, advertising agency of Beverly s., Calif., to launch the *American ve* brand of canned Albacore as a perative house label.

he new brand was to be introduced outhern California July 1, accord- to published statements by Lou zer, vice-president of the advertis- agency. The coop is said to be nning to spend $100,000 in adver- tising during the last half of 1961, and $250,000 during 1962.

The entry of the cooperative itself into the canning field is seen as a measure to stabilize the price of Albacore to the fishermen. The association's plans for canning its own product began to take shape after the 1960 season, which ended with canners offering prices around $275 a ton for fish. The season had opened with fish moving at around $325 a ton.

The Fisherman's Cooperative Assn., Inc., Albacore Division, is an organization of Albacore fishermen with headquarters on Terminal Island, and affiliated with other branches of the Fisherman's Cooperative Assn., Inc., in northern California and Northwestern fishing ports. Manager of the Albacore Division is Carl S. Kegley.

The Fisherman's Cooperative Assn., Inc., is not to be confused with the Fishermen's Cooperative Assn., the purse seine vessel owners' organization, mostly interested in tuna, mackerel and sardines, with headquarters in San Pedro, Calif., and under the management of Anthony Nizetich.

is Vitale, National Fisheries Institute's national treasurer, front left, oys a hearty laugh at the thought of being guest-of-honor at the Southern ifornia Fisheries Association's monthly meeting in June. Next to him is s Hatton and Helen Goodrich, the latter of the University of California, ests. In the back row, on the left A. R. Lantz, Bart Ghio, secretary, and nie Jack, president of the association.

Salmon Market Marking Time; Waiting for Fish

● Salmon sellers haven't much to do these days except try to figure out simple things like the probabilities of a pack of Pink salmon;

And what Britain's problems with the Pound might do to its demand for salmon this season;

And what will the lower price on the Canadian dollar do to the trend of salmon trading within the Commonwealth;

And will fancy Columbia River Chinook halves encounter consumer resistance at their new pricing, $28.50-29;

And will the increased activity on the Yukon this season produce more canned salmon, or will the goods come out primarily in tierces;

And could Southeast Alaska come-up with a pack of Pinks about like the 472,000 cases packed in 1959; or maybe a little better?

Gilbert Joins "Wafico"

William S. Gilbert joined the sales department staff of Washington Fish & Oyster Co., Seattle, about the first of June after 13 years in the sales department of New England Fish Co., Seattle.

He is secretary of the Halibut Association of North America, which this summer is launching a national halibut promotion campaign with 95% participation of the American and Canadian production.

How Will Canadian Dollar Dip Affect Business in Fish?

● *What will be the effect of the recent decline in the value of the Canadian dollar on the buying and selling of fish?*

This is a question which was beginning to be heard in the exchanges and sales departments almost as soon as Canadian funds dipped into a discount position late in June.

There appear to be two basic answers:

1. The effect will not be great unless the decline is extended. The dip below parity with the U.S.$ was sharp, but most of the decline had come about over a period of months, which would tend to smooth and reduce the adjustment.

2. The effect will be just what the Canadian government action which produced the decline intended. It will encourage Canadian fishermen and packers to export to the United States, taking their pay in the premium dollar, which will buy more than a dollar in Canadian currency at home. To bring this about, to stimulate foreign buying in Canada, while making it more difficult for Canadians to buy outside their country, was Ottawa's fiscal objective.

● The effect is not expected to be great; and it will gradually be eliminated as prices are adjusted in each country. It will eliminate a condition which for several years has hindered Canadians' efforts to maintain their export trade position.

"Billy" Seeman Dies

William Seeman, known to Pacific fish packers generally as "Billy" Seeman, one of the lengendary figures of the fish-buying business, died in New York in June at the age of 69.

He was a former vice president of Seeman Brothers, Inc., New York City wholesale grocery firm, with the procurement of its supplies of canned fish among his primary responsibilities.

Although he had not been active in this field for a few years, the Seeman legends are legion.

Arne J. Johnson, newly elected president of the Aleutian Cold Storage Co., operating the United States' most westerly custom freezer for fish at Sand Point in the Shumagin Islands of Alaska.

Aleutian Cold Storage Names Johnson President

Arne J. Johnson was chosen president of Aleutian Cold Storage Co. at the company's annual meetng in mid-June at Seattle, where the company's headquarters are maintained. Operations center at Sand Point in the Shumagin Islands, Alaska, and are the United States' most westerly custom fish cold storage.

Mr. Johnson has been general manager of the Aleutian Cold Storage Co. since 1959. He succeeds F. Bartow Fite Jr., who has served as president since the retirement of Frank Erickson in 1959. Mr. Fite remains a director and secretary of the company. R. J. Behnke is vice president. Glen Hendrick is superintendent of the Sand Point operations.

Mr. Johnson is a native of Sweden, where he earned a university degree in accounting. In 1937 he went out to the Philippines as an auditor and accountant, remaining there through the war years and Japanese occupation and until 1947, when he came to Seattle.

He was in the employ of Libby, McNeill & Libby's salmon department for three years, joining the staff of Parks Canning Co. in 1951. He served the Park organization in various aspects of its operations until 1958, when he joined Aleutian as superi tendent of operations in 1958. He b came general manager in 1959 up the retirement of Mr. Erickson president.

Aleutian Cold Storage Co. provic the westerly halibut freezing facil and constitutes a vital element of su port in maintaining the American a Canadian halibut operations in Ar 3-B, both north and south. It is also focal point for American King cr operations to Westward, Wakefie Fisheries, Inc., maintaining a packi operation there to handle the Ki crab production of the local Shumag fishing fleet. This year the scope the plant's operations are being e tended to include freezing of salm originating in the Shumagin a Alaska Peninsula fishing operations.

Fishermen's Pack Again Elects Jack Repanich

Jack Repanich, perennial preside of the Fishermen's Packing Corpo ation of Anacortes, Wash., was elected once more at its recent annu meeting in Seattle.

Other officers are: Peter Milos, fi vice president; Andrew Vitalich, se ond vice president; John N. Plancic general manager, secretary and ass tant treasurer; Frank Barcott Jr., tre surer; George Cuculich, assistant se retary.

Board of directors includes, in a dition to the officers: Paul Martin Steve Zitkovich, Paul D. Kink, J Marinkovich and Paul Pecarich.

PACIFIC FISHERMAN

Announces
the
THIRD EDITION
of the

CANNED FISH HAND-I-BOOK

Special Pre-Publication Prices on Quantity Orders

Write Us Immediately for Price

PACIFIC FISHERMAN
500 Howard St.
San Francisco 5, California

ritain Likes Halibut rom B. C.—at a Price

nglish buyers are interested in adian halibut again this season, buying close to 2 million pounds ne 1960 pack.

es, interested; but not if the price t be materially above that of late). The quality of the British Co-bia imports last year was rated e" in Britain, according to ob-ers who studied that market this ng; and the selection and packing warmly praised.

he whiteness of the fish, in par-ar, was in contrast with the At-c halibut, which often suffer de-e because of gray markings on the e side.

ailure of Japan to develop re- halibut business in the U. K. in) apparently was due to the fact about 7% of the halibut imports from Japan were said to have developed "brown" discolor which progressed through the fish following thawing; but which could not be detected in the whole fish, particularly while frozen.

What caused it? There is no adequate answer; but you may be sure the Japanese are trying to find out.

KELLEY-CLARKE COMPANY ESTAB. 1895

• SELLING AGENTS •

CANNED SALMON

NORTHWEST TUNA

ALASKA KING CRABMEAT

DUNGENESS CRABMEAT

PACIFIC SHRIMP

KELLEY-CLARKE COMPANY
2460 6th Avenue South
SEATTLE 4, WASHINGTON
Phone: MAin 2-2582

Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$ - 25
Sockeye, quarters	- 15
Alaska	
Red, talls	35 -*37
Red, halves	23 -*25
Pink, talls	- 28
Pink, halves	15 - 16
Med. Red, talls	31 - 32
Med. Red, halves	19 - 20
Med. Red, quarters	13 - 14
Chum, summer, tall	- 25
Chum, summer, halves	13 - 14
Chum, fall, 4-lbs. (12)	- 25
Chinook, talls	- 32
Columbia River	
Blueback, halves	-*27
Blueback, quarters	- 16.50
Chinook, fancy, halves	28.50- 29
Chinook, fancy, quarters	16 -*16.50
Chinook, choice, halves	- 19.50
Chinook, choice, quarters	- 13
Silver, halves	- 19
Silver, quarters	- 13.25
Tuna, Northwest Pack	
Albacore, fcy., 7 oz.	11 - 12.50
Yellowfin, s/pack, 7 oz.	- 10.50
Yellowfin, chunk, 6½ oz.	9.50- 9.85
Tuna, Columbia River Pack	
Albacore, fcy., 7 oz.	14.85-*15.25
Albacore, fcy., 3½ oz.	8.85- 9.15
Albacore, chunk, 6½ oz.	10.50-*13.25
Albacore, chunk, 3 oz.	6.50- 8
Lightmeat, fcy., 7 oz.	*14.25
Lightmeat, fcy., 3½ oz.	8.55
Lightmeat, chunk, 6½ oz.	*11.00
Lightmeat, chunk, 3½ oz.	*7.50
Canned Shrimp	
Northwest: 4½ oz. wet pack	- 7.25
Alaska: Tiny (over 17 per oz.)	- 7.25
Small (10-17 per oz.)	- 8
Medium (6-9 per oz.)	- 10
Canned Crab	
Dungeness, 24, 6½ oz.	- 13
Dungeness, 24, 3½ oz.	- 8.25
King, fcy., 7½ oz.	- 32
King, std., 24, 6½ oz.	- 15
King, std., 24, 7½ oz.	- 16

Ward Kumm Heads Coast Oyster Co.

Ward C. Kumm, Seattle attorney, was elected president of Coast Oyster Co. recently, succeeding Vern Hayes, who resigned. Mr. Kumm had been vice president.

Frank Donahoe continues as vice president for production.

Mr. Hayes continues as a director, along with D. Halldorson, secretary-treasurer, Mr. Kumm, Mr. Donahoe and F. M. Douglas of Eureka, Calif. Newly elected directors are Gilbert C. Van Camp Jr., president, and Fred Hagelberg, vice president, Van Camp Sea Food Co., Long Beach, Calif.

Coast Oyster Co. by a wide margin is the largest Pacific Coast oyster producer. Its canned oysters and oyster stew are sold through the Van Camp company and its fresh and frozen oysters through subsidiaries of British Columbia Packers, Ltd., which took a substantial ownership position in the company some years ago.

SERVICE
IS MORE THAN A WORD... IT MEANS PEOPLE

FOOD Sales Management People

FOOD Sales Getting People

FOOD Sales Administration People

L. H. Frohman & Sons has the skilled people necessary to market and promote the sales of deserving food products in Chicago and Midwest area. Wholesale, Manufacturing, Retail, Institutional and Vending coverage.

L. H. FROHMAN & SONS
Sales Agents
FOR PRODUCERS OF FOOD PRODUCTS
310 N. DEARBORN STREET CHICAGO 10

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
Now Available
COOKED & PEELED SHRIMP
Contact us for Supplies
P. O. Box 278, Bronxville, N. Y. Tel: DE 7-6322
TWX: NY 1-625 Cables: FISHTIX NEWYORK

PACIFIC PEARL SHRIMP
CRAB • SALMON • TUNA • CLAMS • OYSTERS
PACIFIC PEARL
Northwest Sea Foods
A familiar sight in grocery stores from coast to coast!
• SHRIMP
• CRAB
• SALMON
• TUNA
• CLAMS
• OYSTERS
IVAR WENDT
Exclusive Sales Agents
701 Central Building - Seattle, Washington
Phone MA. 4-4865 - Teletype SE-573

Richer Redder

"Packed with the Wiggle in its tail"
NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers ★ Packers ★ Distributors
Canned ★ Fresh ★ Frozen ★ Seafoods

PF's Canned Fish Hand-i-Book —

Order it Early and Buy it Cheap

• At last *Pacific Fisherman* is able once again to take orders for its *Canned Fish Hand-i-Book*, which has been out of print for a number of years, and which is being issued in its Third Edition with our September Number.

Announced only a month ago, the response already has been astonishing, traceable in large degree to the fact that it is available at an exceptionally low price if orders are placed in advance of the original printing, deadline for which is August 15.

The *Hand-i-Book* will consist of 32 pages, plus a cover in heavy stocks, and will carry no advertising, although those ordering additional copies may have their advertisement printed on one or more of three cover pages if they desire.

The *Hand-i-Book* is in no sense a "handbook" or technical guide for the fish cannery technologist. Rather it is a fact book, designed for the use of operators and distributors in supplying the facts about canned fish to a varied group, including: (1) field brokers, distributors and their sales staffs; (2) retail grocers who really want to know something about what they sell; (3) food-page editors; (4) home economics teachers; (5) plant visitors; (6) and the housewives wh really decide the future of the busine

• The new appreciation of fish as tasteful source of polyunsaturated oi protective against some forms of hea disease, is a vital opportunity for pr motion of canned fish, and is emph sized strongly in the *Hand-i-Book*.

• The astonishing rise in tuna pop larity and production is dealt with the way the layman and the hous wife will read and understand.

• This will be the Third Edition the *Hand-i-Book*. When the two ea lier editions appeared we were asto ished by the enthusiasm they deve oped and the rapidity with which t supply was exhausted and new prin ings required.

With this Third Edition now bei written we have again been astonishe —this time of the demand before has even appeared. That pre-public tion discount, plus the recollection the success of the earlier editions mu be responsible.

The advance order discount dea line is August 15. Orders can placed with *Pacific Fisherman* at Columbia St., Seattle; or at 5 Howard St., San Francisco.

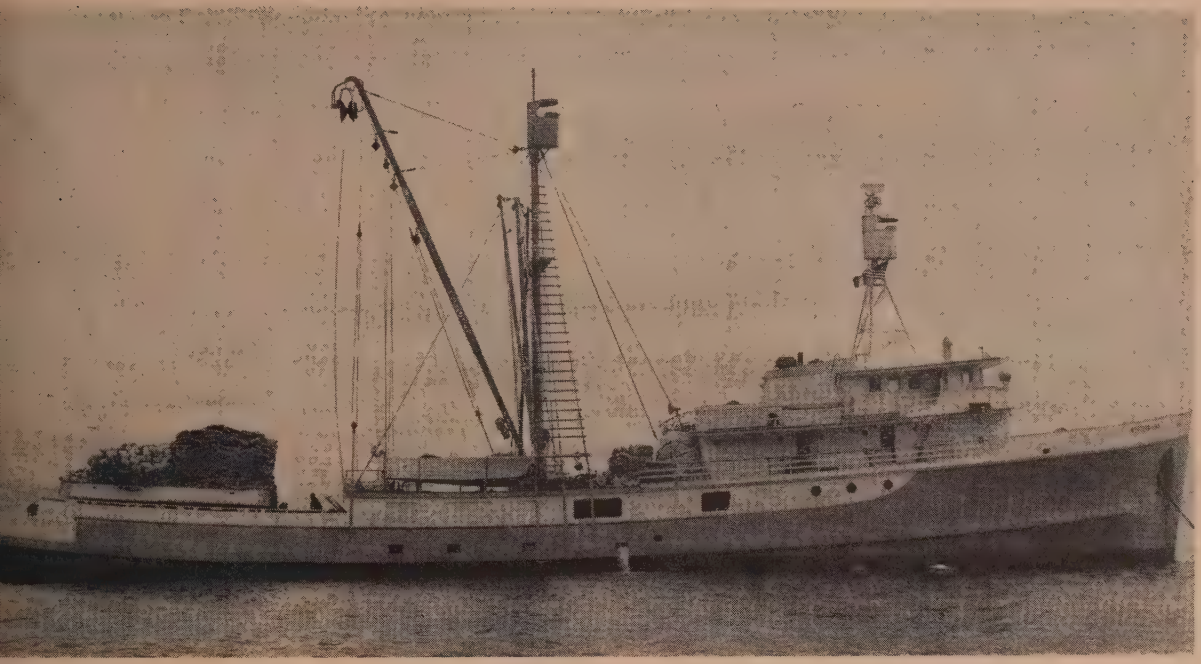
Southern California Tuna Receipts

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	To
San Pedro	5,940	54	4,245	68,361	1,199	79,7
San Diego	762	...	3,104	10,539	...	14,4
Total 1961 through June 17	6,702	54	7,349	78,900	1,199	94,2
Total 1960	11,474	555	14,014	69,312	20	95,3
Total 1959	7,451	2,123	31,239	64,987	113	99,9

California Imports of Frozen Tuna

Cumulative data in tons for 1961 through June 17, and for other years to the nearest comparable data. Data from U. S. Market News Service.

	Albacore	Skipjack	Yellowfin	Unclassified	To
San Francisco	1,732	...	3,951	40	5,7
San Pedro	5,940	1,003	8,672	...	15,6
San Diego	762	18	647	...	1,4
Total to June 17	8,434	1,021	13,270	40	22,7
1960	12,346	3,720	18,846	478	35,3
1959	7,798	3,586	28,477	21	39,8



tern King, one of the two biggest tuna seiners in the fleet, just before leaving on her maiden trip. That heap et on the turntable is the biggest tuna net at present in use on any US vessel — approximately 540 fathoms by 55 fathoms deep. The net is kept afloat by more than 7500 floats, many of them 8" diameter by 6" long er than the usual 6-by-3¾. She is a conventional conversion, with a long boom for the power block, and a table, done by Harbor Boat & Yacht Co. of San Diego, Calif.

kipjack Seine Landings Rise With Yellowfin in Deep Slump

uring the first two weeks of June, when tuna fishing should be g to the year's climax, it was deep e doldrums, with few fish coming practically nothing in sight, and fleets hoping for a turn in their

st before mid-month the turn ed to be in sight. Off Ecuador, e the big seiners had gone after lessly prowling more northerly rs, the fishermen seemed to be g much better, according to rts reaching the Inter-American ical Tuna Commission. A num- of boats were reported loaded up coming home, and there were prospects that late June and July would see bigger landings. ie fares reported on their way e were straight Skipjack, an ot change, for recently the catches been mostly Yellowfin, with less Skipjack relatively than ever before shown in the seiner catches. Although Skipjack are smaller fish, command a lower price and yield fewer cases of canned fish per ton of round fish, yet there is cause for rejoicing in greater catches of Skipjack.

The big new converted tuna seiners have been harvesting such enormous tonnages of Yellowfin this year that scientists of the Inter-American Tropical Tuna Commission are beginning to fear that the point of maximum sustainable yield may be reached and passed this summer on Yellowfin. On the other hand, they maintain that the Skipjack populations have never been scratched by the fishing effort so far, and that the seas teem with Skipjack which, uncaught, is being wasted. So, although the fishermen will make less money now on Skipjack, in the long run they may be protecting their own by catching the more abundant fish and avoiding overfishing Yellowfin.

● Of the three more or less distinct tuna fleets—the vanishing clippers, the big converted seiners and the smaller "regular" seiners—the latter group suffers most in the present scarcity of fish. The regulars are vessels of lower capacity and shorter cruising range. Their catches come from comparatively closer-in waters, and the run to Ecuador is beyond their range. The recent turn in luck, while benefiting the big converted vessels and the canners, has not yet brought much improvement in the regular seiners' luck. The waters they customarily fish—the banks and the seas off Guadalupe Island—are still dead. There has been no sign of Bluefin, which occasionally brings the local seiners a big Bonanza.

FOR BOATING'S

toughest jobs

Here's the power you want for the really tough jobs of commercial boating—Evinrude's 1961 Big Twin. Develops 40 hp at 4500 rpm. New, **foolproof** fixed-jet carburetion. Thermostat controlled engine for most efficient performance under all conditions. Fast-stepping, fuel-saving Cruis-Throttle. Amazingly easy manual starting. Choice of props to fit boat and work. Quieter-than-ever operation. Hard-working, smooth-running, load-lugging, long-lasting, sea-going power—at a price that makes it boating's standout value. If you're a boatman whose living depends on dependable power, the 1961 Big Twin is for you. See your Evinrude dealer—listed in the Yellow Pages under "Outboard Motors."

Evinrude Motors, 4143 N. 27th Street, Milwaukee 16, Wis.
A Division of Outboard Marine Corporation
In Canada: Mfd. by Evinrude Motors, Peterborough

EVINRUDE
FIRST IN OUTBOARDS

So. Calif. Domestic Tuna Deliveries

Cumulative totals for 1961 through June 17, in tons, as reported by U.S. Market News Servic

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	T
Clippers and Albacore Fleet	...	...	3,305	7,535	...	10,
Purse Seiners	...	54	3,023	62,046	1,199	66,
Total 1961 through June 17	...	54	6,328	69,581	1,199	77,
Total 1960	...	494	10,308	55,613	20	66,
Total 1959	...	2,101	27,751	34,920	113	64,

To illustrate the way things have been breaking, one regular seiner was reported out 62 days without even making a set, while another was out 70 days and came back to port with five tons in the holds. As this is written, most of the vessels are out looking for fish, but a few are in port waiting for better reports before risking a trip.

1961 Landings Still Ahead

● Taking the industry as a whole, however, fishing was so good earlier in the year that total landings by California fishermen for the year to June 10 are still nearly 10,000 tons ahead of last year at the same time, according to the Bureau of Co mercial Fisheries.

The Bureau figures show that t receipts at the canneries for the w of June 4 to 10 (excluding impor were 2112 tons in 1961 as compa to 3278 tons for the same week 1960. The previous report, cover the days from June 1 to 3, show that the 1961 receipts were 1 tons, the 1960 tonnage 3308. This a loss of 3304 tons in two wee and if the rate were to keep up, t 10,000-ton cushion would be squee flat before long. The encourag news from Ecuador may indicate t 1961 will, as promised, be a be tuna year than 1960.

● The year's first Albacore caught June 6 by the Bureau Commercial Fisheries' research ves *Black Douglas,* and on June 15 same crew caught 15 more Longf The first catch, three fish, was ma about 350 miles west of San Ped and the second about 250 west-sou west of the same port. The *Douglas* on an oceanographic Albacore search cruise sponsored jointly by California State Fish & Game Depa ment and the U.S. BCF.

The California tuna pack was do for the year to date. The Bure reported the 1961 pack at 4,743,0 cases as compared to 4,946,000 1960 and 5,012,000 cases in 19 Imports also are substantially do the California total for the peri being 21,615 tons in 1961 as agai 33,841 in 1960. The Washingt Oregon import tonnage was up, 48 tons in 1961 as compared to 43 in 1960.

● The mackerel fishery was do this year under last, in spite of a pi up in Pacific mackerel which brou landings up to 8123 tons as compa to 4483 for the period Jan. 1 to Ju 10, 1961 and '60 respectively. To tonnage for the period of both spec of mackerel plus anchovies 18,372 tons, compared with 23,9 for the same period last year.

CAPTAIN GIL HAMILTON
of the "Tern"

"Sea King Filament Nylon Netting is hard to beat."

"In fact," says Gil Hamilton, owner of the Salmon Purse Seiner "Tern," "I think it is the best. I have used Sea King Filament Nylon Netting for the past five years in Southeastern Alaska, where the water is the roughest and the netting must be right."

You, too, will get these advantages in Sea King Filament NYLON netting — the finest netting ever developed — because of an exclusive "liquiplating" process which makes these advantages possible. Made of duPont NYLON, it's lighter and stronger size for size; easier to handle; knot slippage eliminated; greater uniformity of mesh; cuts replacement cost.

For the finest netting ever developed . . . insist on . . . Sea King Filament NYLON, NYCOT and Sea King cotton netting.

The Fish Net and Twine Company

FNT

927 FIRST ST., MENOMINEE, MICHIGAN

uening Research Bill counters Rough Waters

he Gruening bill to grant 30% of oms receipts on fishery products ver and above the equal amount vided under the Saltonstall-Ken- Act—to the states for fishery abilitation and research programs some rough treatment from the and Wildlife Service and the Bu- of the Budget last month.

ndustry witnesses, including a num- from Alaska, favored it strongly. Donald L. McKernan, director of U. S. Bureau of Commercial Fish- s, proposed an amendment which ld limit any state to 5% of the l. This would hurt California and ska badly, as they would get only ut $165,000; where under the orig- Bill California would get $1 mil- -plus. Also, Interior believes Puer- ico, Guam, the Virgin Islands and haps American Samoa should be uded.

he Bureau of the Budget does not r the bill because "the amount of oms receipts on fishery products s no logical relationship to fishery arch needs."

k Salmon Forecasts SE and Prince Wm.

ere's a Pink salmon forecast for heast Alaska, and one for Prince iam Sound, ventured by two of observant biologists who take ces on these things (names sup- d on request, but only if the fore- proves close):

On the basis of comparative es- ments, we can surmise only that 961 the run will be as good as 959, or perhaps slightly better. Prince William Sound, where there been a fairly consistent relation- between escapement and return, one which did not hold in 1960, would expect a total run of 2 mil- Pink salmon".

ppon Suisan Celebrates m's 50th Anniversary

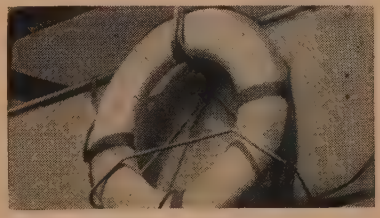
iftieth anniversary of Nippon Sui- K.K., one of Japan's great fishing orations, was celebrated May 31 gala event in Tokyo.

uhei Suzuki, president, had in- d a large number of leaders of n's fisheries and industrial opera- s generally.

mong Americans invited were ie J. Suomela, U. S. fisheries at- e, and William B. Freeman, presi- of Miller Freeman Publications publisher of *Pacific Fisherman*, was visiting in Japan at the time.

Spongex floats last a lifetime without maintenance

Nothing equals the service you get from B.F.Goodrich Spongex seine floats. They're practically indestructible—won't break or crumble, need no maintenance. And these tough, lightweight floats never waterlog to add extra weight to nets.



These ring life buoys *for fishing boats have all the advantages of B.F.Goodrich Spongex floats. U.S. Coast Guard approved and accepted by commercial lines.*

One user of BFG Spongex floats, Captain Don Hansen of the salmon seiner "Mystery Maid", Seattle, summed it up like this, ". . . they withstand the abuse they get when the seine is set at full speed and when they pass through the power block in hauling the net. Spongex floats... give a lot of floating power."

These are a few of the reasons B.F.Goodrich Spongex floats are now enthusiastically endorsed by fishermen everywhere. See for yourself. Check your supplier before you waste any more time on needless maintenance. B.F.Goodrich Spongex floats come in 17 sizes from 3" x 1½" to 6" x 14". For free information, write *The B.F.Goodrich Company, 145 Derby Place, Shelton, Connecticut.*

Made under Pat. No. 2,737,503

MARINE PRODUCTS BY B.F.Goodrich

"The 21000 diesel is excellent power!"

— says Capt. William E. ("Hardtack") Jensen, Skipper of the *Ann B.*

"I don't see how you can get anything better. I particularly like the starting. There's nothing to it. Just press the button. We don't even use starting fluid.

"It's very compact for its power, too. In fact, our 52" x 38" propeller is too light for it. We plan to change to a 54" x 42" wheel this spring. There's no question but that this will increase our normal and top speeds a full knot, and we won't have to turn up the engine so much for dragging."

Chris Bredal, Chief Engineer, has his reasons for liking the 21000, too. "She uses much less fuel than the old engine and doesn't use lube oil at all. There are no oil leaks, either. It's easy to keep the engine room clean now, and it's a very easy engine to maintain."

Let your Allis-Chalmers dealer tell you more about the popular "Thousand Series" diesels. Allis-Chalmers, Milwaukee 1, Wis.

BM-52

"The 21000's design is truly modern," says Capt. Jensen.

Chris Bredal, Chief Engineer

Ann B is a 66' Pacific dragger. She is a wooden vessel of 55 gross tons and 25 net tons register. She was built in 1942 and was repowered in 1960 with an Allis-Chalmers 21000 marine diesel.

ALLIS-CHALMERS

POWER FOR A GROWING WORLD

TWO GREAT NAMES

SAN JUAN

Ship Ahoy

One Standard of Quality

More than 30 frozen seafoods under both brands, including exclusive new vacuum-packed steaks and fillets—freshest frozen fish in your freezer!

SAN JUAN FISHING & PACKING CO.

Pier 31 • Seattle, Washington

MARCO SETS THE PACE WITH ANOTHER FIRST

Luketa V Type Aluminum Trawl Door

U.S. Pat. No. 2 816 385
Canadian Pat. No. 611 649
Other Patents Pending

FISHERMEN: You Can Increase Your Production wi Luketa V Trawl Doors!

- Will Not Cross
- Can Be Set Out Faster
- Cause Less Drag
- Lighter, Easier to Handle
- Will Not Mud In

Available in Sizes 3½' x 7' and 2½' x 5', Aluminum or Steel

MARINE CONSTRUCTION AND DESIGN CO.
2200 COMMODORE WAY • SEATTLE 99, WASHINGTON
AT 3-2680 Cable: Marco

raser Sockeyes Show-up n Straits by Mid-June

Sockeye were showing in the Strait Juan de Fuca during the third week June when the Canadian nets were hing primarily for Silvers. They re taking about 20% Sockeye in e period from June 18 until June , when the International Salmon mmission assumed control.

This was regarded as a favorable lication of strength in the Early iart race which would provide st of the run until the general ening July 17.

Some few Pinks were reported ng taken by sports gear inside get Sound by mid-June, but biolo- ts regarded these as "homesteaders" ich apparently remain in Puget und all their lives and never actually to sea. At the onset of the Pink ır they become available to sports tackle in the southern waters of Puget Sound. These fish appear to be primarily of the Stiligaumish race, despite their southerly appearance in the cycle year.

● Staggering concentration of American gear appears inevitable during the Sockeye and Pink seasons this summer. Licenses issued by the State of Washington are at an all-time high, although it is considered probable that a considerable percentage of them will not be used.

It is significant that when the International Salmon Commission submitted its proposals for 1961 regulations to the industry in December, 1960, one of the considerations listed was:

"That the fleet size of the U. S. fleet will be the same as during the 1957 run." (The average fleet in 1957 was 351 purse seines; 638 gillnets; 99 reef nets.)

Gear licenses issued this year by Washington were reported in April when the books closed as: 563 purse seines; 830 gillnets; 96 reef nets

● Some confusion arose in the Washington industry in June over the matter of *Standard* time and *Daylight* time with respect to the 1961 regulations as published by the Washington State Department of Fisheries, thus putting into effect the International Salmon Commission's decisions. As required by the Washington code, the regulations were published according to Standard time, although this year the state is operating officially on Daylight time.

It thus became necessary for the fishermen to add one hour to the published times, or to turn their Daylight timekeepers back an hour, if they preferred to do it that way.

innacles Impeding Sockeye Removed

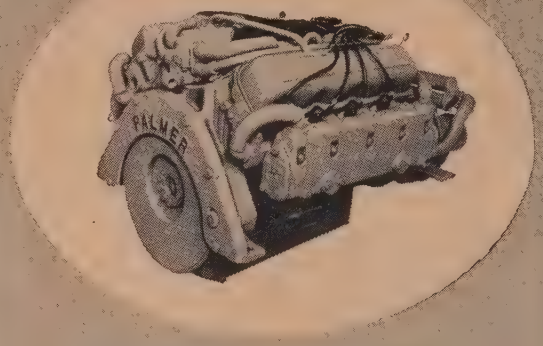
The International Pacific Salmon heries Commission is continuing its ogram of removing obstructions to mon migration on the Fraser river, d has recently completed a project out 1,000' above the Yale fishways ere two rocky islands that caused a drop of about five feet have been eliminated.

The accompanying photographs taken before and after the rock removal indicate the difference that has been effected by the commission's engineers and work crews.

In 1955, it will be recalled, the Early Stuart run of Sockeyes was blocked near Yale, and the following winter a fishway was built to correct the situation. The periodic block of that run in the Fraser canyon is the result of a delayed high water in the

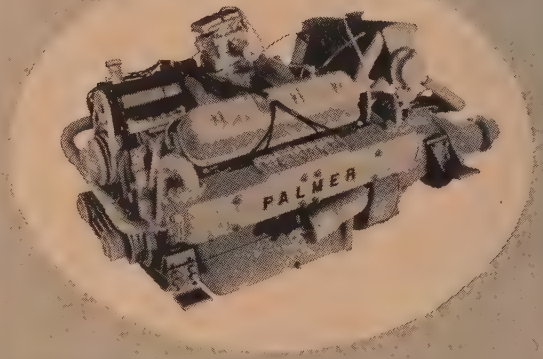
FORE—Fish Block on the Fraser above Yale with the er at Gauge 72 at Hells Gate. The 5' fall was created the river rushed between two rock pinnacles, one t out of the picture on the right. At this stage of the er this drop was a serious obstacle to the passage the Early Stuart Sockeye run at high water periods.

AFTER—The Block was Blasted in the spring of 1961 by the Salmon Commission staff, which drilled and shot the two pinnacles at low water. This picture, taken in May, 1961, was made at exactly the same river stage as that on the left. The hydraulic drop which hindered the Early Stuart run has now gone.



PALMER MODEL IH-V345

200 HP at 4000 RPM



PALMER MODEL IH-V549

300 HP at 3600 RPM

TWO FAVORITES

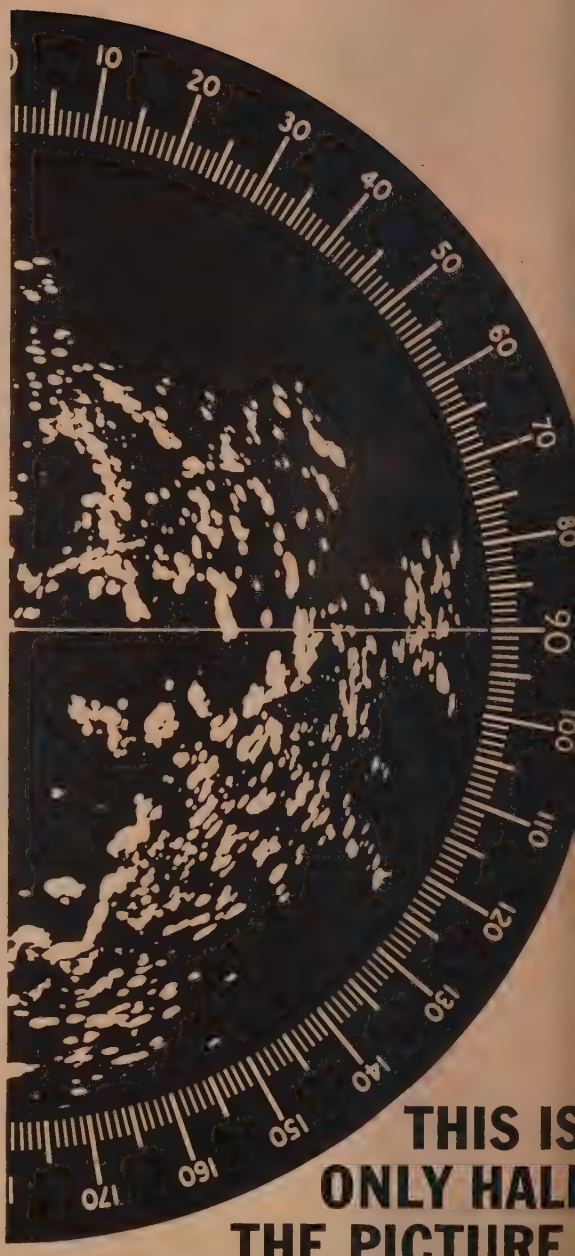
These two PALMER V8 Marine Engines are made from sturdy INTERNATIONAL Truck Engine assemblies rather than from light automobile types. They offer rugged dependability so hard to find today. Naturally they are the choice of boatmen everywhere. Eight other durable PALMER Engines, both gas and Diesel, are also available.

PALMER SINCE 1887

INTERNATIONAL® MARINE ENGINES

BEFORE YOU BUY:
Send for FREE folders "You Be The Judge" and "PALMER Engines for 1961." Write today.

THE PALMER ENGINE CO.
617 Bolling Road, Cos Cob, Conn., U.S.A.



THIS IS ONLY HALF THE PICTURE

RAYTHEON Radar's smooth, accurate performance. The hidd half is just as good. The years of research and "torture" testing the world's largest producer of marine radar. The integrity th won't release a model until it's as bug-proof as man can make Result: radar with real guts. You get far more, go far more mi between maintenance. And you get better service when you need Raytheon has the world's largest service organization of its kin gives you factory trained specialists in all major fishing ports.

Ideal for fishing craft, workboats, tugs, party boats and harbor cra is Raytheon's Model 1700. Installs easily, with only two unit Indicator, with large 7-inch screen and ½-, 2-, 6- and 12-mile rang – and antenna, housed in rugged, water-proof fiberglas. At $245 ($2487 West Coast) the Model 1700 is the lowest cost proven radi

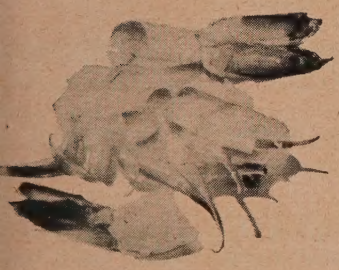
Contact your nearest Raytheon sales office, or write Raytheon Co pany, Dept. P, South San Francisco, Calif. for further informatio

RAYTHEON

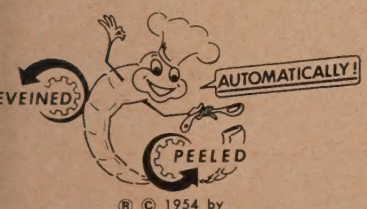
RAYTHEON COMPANY
MARINE PRODUCTS OPERATION
SOUTH SAN FRANCISCO, CALIFORNIA

Isn't there more profit in selling shrimp...

than there is in selling shells?



The Peelers Co. specializes in automatic shrimp peelers, deveiners and graders.



® © 1954 by

THE PEELERS CO.

619 S. Peters St. • New Orleans, La.

Write, wire or phone

Fraser occurring at the same time as the upstream migration in early and mid-July.

Normally, the high water occurs in June or before, and the river has dropped to where the high water obstructions no longer exist during the upstream migration of this race of fish. Actually, due to high level fishways at Hell's Gate and the infrequent occurrence of the other obstructions, the Early Stuart run—at least in the big year (1957-61 cycle), has now reached a size substantially larger than at any time in its history.

In 1960, the river again experienced a delayed high water and it was discovered that the Yale fishways were not the only answer to the problem of getting fish through the canyon. About 1,000' above the fishways there were two rock islands which caused the sudden drop of about five feet at the bad water stage, and these have now been removed.

Shrimp Is Newest Species Being Sought

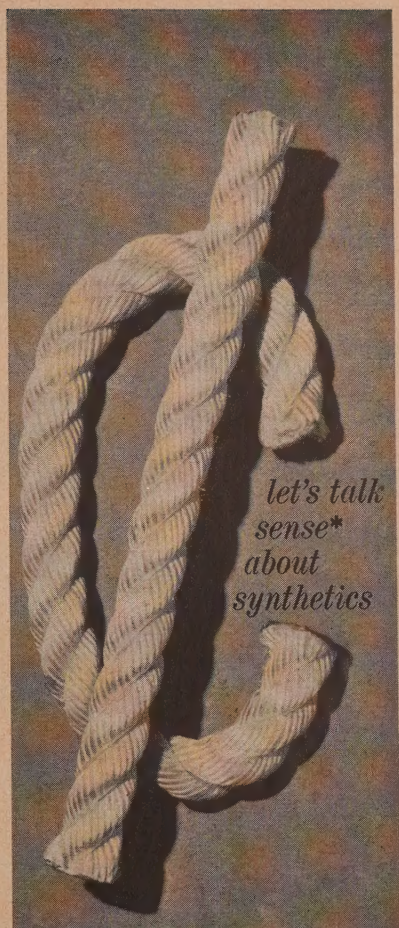
• Shrimp is the newest product being sought in the Bering Sea by Japanese. Taiyo Gyogyo K. K. has one mothership, *Eijin Maru* licensed to take shrimp. She carries equipment manufactured by The Peelers Co. of New Orleans.

The company confirmed the presence of shrimp by its investigations in previous years, and evidently found the population to be large. However, hand peeling was not practicable. The company dispatched technical men to the United States to study the problem, and the *Eijin Maru* as result was equipped with two Peelers machine lines.

Canned shrimp is not particularly popular in Japan, where fresh or frozen shrimp are much preferred. Target for 1961 in this new venture is 3,500 metric tons of frozen shimp; plus from 50,000 to 60,000 cases of 24 "tuna-size" halves of canned shrimp. The canned goods are expected to be offered in America and Europe. Foreign buyers are said to have shown keen interest in placing orders.

Operations of the *Eijin Maru* are expected to be confined to Area D (see sketch on page 5), and she is due to return to Japan early in October.

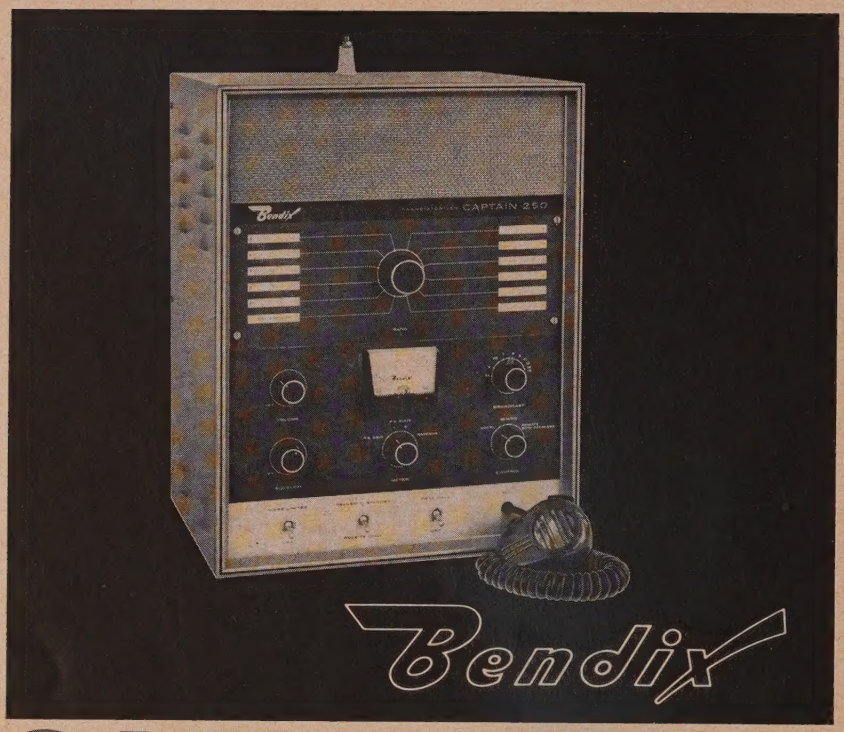
• On June 5 the *Eijin Maru* was 50 miles northwest of St. Paul Island. Fish were abundant, but she was having some trouble with the shrimp peeling line. Thus most of the shrimp catch was being frozen. However, in the first 10 days of operation she packed 2,925 cases of canned shrimp, 48 "tuna halves".



There's plenty of common sense in a line that's tough enough to stand the daily gaff in the crab and salmon fishing industries. And there's plenty of not so common cents in a line that will work harder and last longer under such rugged conditions of use. That's where there's both sense and cents in synthetics. Tubbs Nylon and Polypropylene pot warp and fishing ropes provide high strength, and maximum resistance to abrasion, deterioration, moisture, and marine organisms. They are lightweight, easy to handle, have good working elasticity, and are economical, too. They'll last longer, and provide maximum return on your rope investment. For information about sense and cents in synthetics, call or write for your copy of Tubbs' 24 page Technical Reference Manual.

*** dollars and cents, that is**

TUBBS
CORDAGE COMPANY
200 BUSH STREET
SAN FRANCISCO 4, CALIFORNIA
OFFICES IN MAJOR MARITIME CITIES
Atlantic and Gulf Sales Representatives:
PAULSEN-WEBBER CORDAGE CORP.



CAPTAIN 250

HIGH POWERED FOR HIGH PERFORMANCE

This radiotelephone is your strongest link in your safety-at-sea chain. With 250-watts of power completely contained within a remarkably compact cabinet you can have ship-to-shore, ship-to-ship communications of unequalled efficiency and dependability.

The Captain 250 is transistorized. Because of this it has two major advantages: • extremely low battery drain.
• compactness—only 14″ wide x 18″ high x 11¼″ deep.

Both these advantages make practical the use of this high output set even on small boats equipped with 12 volt systems. Other voltages are available.

The Captain 250 has eleven crystal controlled channels covering 2-9 mc and broadcast. Also available is complete remote control and deck call features; automatic noise limiter; squelch control.

The Captain 250 is type accepted by the FCC and Canadian DOT for all classes of commercial and pleasure craft. All aluminum and stainless steel construction makes the Captain 250 fully protected against corrosion.

The Captain 250 is another fine product of the more than 33 different models of Radiotelephones; Depth Sounders; Direction Finders; Automatic Pilots and Radar that comprise the Bendix product family.

Write today for complete information:

Bendix-Pacific Division
MARINE DEPARTMENT
NORTH HOLLYWOOD, CALIFORNIA

THE Bendix CORPORATION

ADVERTISING INDEX

Allis-Chalmers Mfg. Co.
American Marine Paint Co.

Bendix-Pacific Div., Marine Dept., The Bendix Corp.

Capitol Gears, Inc.
Carruthers Co., E. H.
Columbia River Packers Association, Inc. ..... Inside Front Co
Consolidated Net & Twine Co.
Cummins Engine Co.

Evinrude Motors

Fellows & Stewart
Fernstrum & Company, R. W.
Fish Net & Twine Co.
Fremont Electric Co.
Frohman & Sons, L. H.

Goodrich Company, B. F., Sponge Products Division
Gray Marine Motor Company

Hawker Siddeley Brush Inc.
Hiller, Paul W.

Kelley-Clarke Co.

Marine Construction & Design Co.
Momoi Fishing Net Mfg. Co., Ltd.
Murphy Diesel Co.

NC Marine
New England Fish Co.
Nippon Rayon Co., Ltd. ..... Inside Back Co
Nordby Supply Co.
Northwest Instrument Co., Inc.

Onan Division, Studebaker-Packard Corp. ..... Outside Back Co
Outboard Marine International S.A.

Pacific Telephone & Telegraph Co.
Pacific Towboat & Salvage Co.
Palmer Engine Company, The
Peelers Company, The
Presto Dyechem Co., Inc.

Radio Corporation of America
Raytheon Company, Marine Products Div.
Rowe Machine Works

Sanden Company, Ltd.
San Juan Fishing & Packing Co.
Standard Oil Company of California
Starr Net Company, A.M.
Stern Can Co.
Stix, Inc., Robert L.

Tacoma Boatbuilding Co.
Texaco Inc.
Tubbs Cordage Co.
Twin Disc Clutch Company

Viking Equipment Co.
Vita Food Products, Inc.

Wendt, Ivar

N·R·C
NYLON
FISHING NET
NIPPON RAYON CO., LTD.

MPRESSED BY TOUGHNESS IN FISHING NETS? Then MAGINE the advantages you'll gain when you put MPASSABLE *N·R·C* **NYLON** FISHING NETS about!

osing in their toughness (NRC Nylon's strength unsurpassed!)

roved lightness (easier to handle, low moisture sorption.)

eccable compactness (pliable, compact even nen wet; space-saving.)

ervious to insects, mold, mildew, fungi.

une to sea water, fish oils, and most all emicals.

easurable advantages, including high abrasion sistance, good dyeing properties, resistance to ht, etc., adding up to

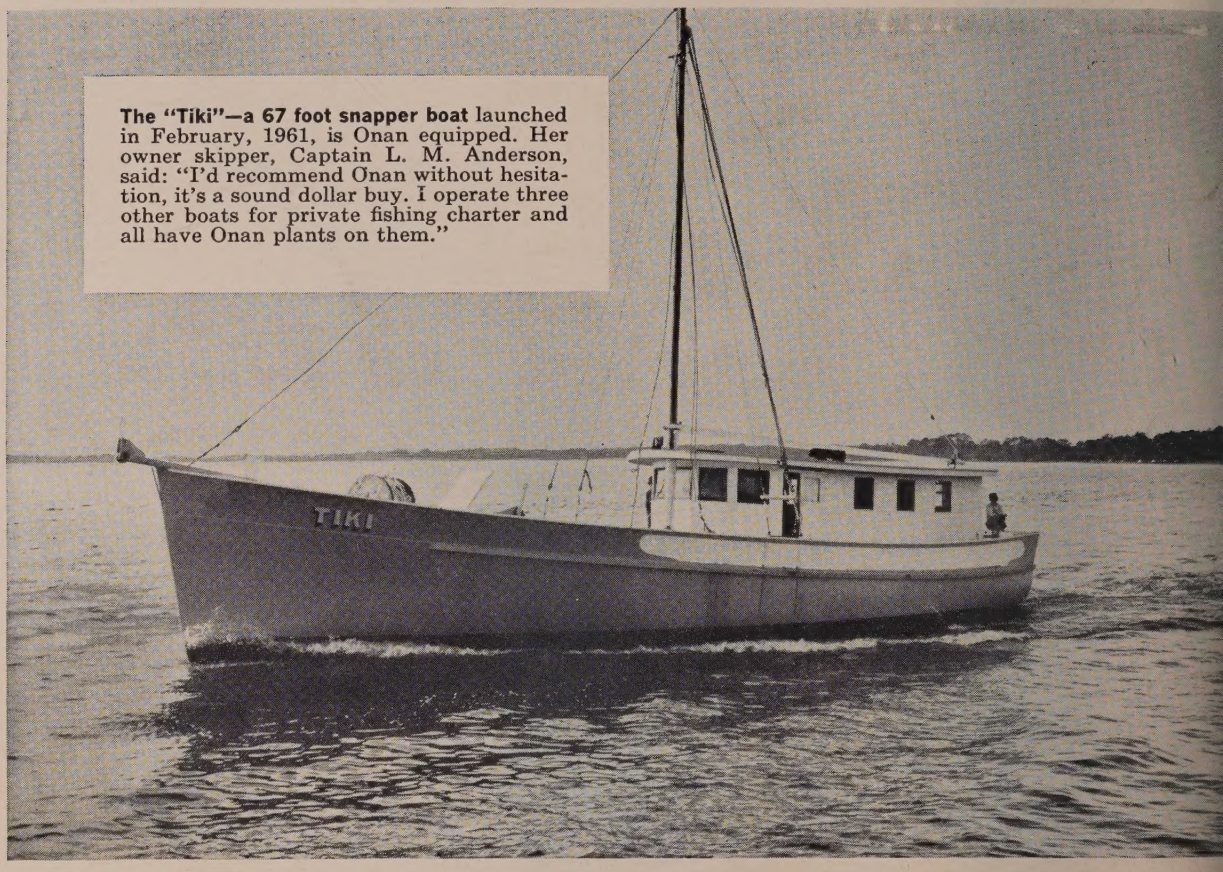
ortant new profits.

LORING MAKERS FOR A Really Tough, ally Superior Fishing Net?

possible," said some ... NRC went right ahead d made you

ASSABLE FISHING NETS made of NRC YLON.

PPON RAYON CO., LTD. OSAKA, JAPAN CABLES: "NIHONRAYON OSAKA"



The "Tiki"—a 67 foot snapper boat launched in February, 1961, is Onan equipped. Her owner skipper, Captain L. M. Anderson, said: "I'd recommend Onan without hesitation, it's a sound dollar buy. I operate three other boats for private fishing charter and all have Onan plants on them."

Only Onan is certified to give you all the power promised by its nameplate

It's a fact that many electric plants on the market today do not deliver the output promised by their nameplate rating.

Every Onan plant is given a rugged workout *under full load* before it is shipped—*your assurance* that the Onan you buy is ready for hard work the day you get it.

But this isn't enough. Independent laboratory inspectors pull surprise inspections to double-check our tests and testing methods. They pull a plant off the line, run it, stop it, load it, overload it, check and recheck. Their torture test gives positive proof of Onan's quality. End result: *Onan's exclusive Performance Certification* . . . your assurance of getting every watt of power you pay for.

So when you're tempted by an electric plant "bargain," make sure its nameplate rating is not "inflated." Be sure you're getting full measure for your money. Remember, *the electric plant that short-changes you in power output is no bargain at any price!* Only Onan is Performance Certified to deliver everything the nameplate promises.

See Onan electric plants soon. Compare before you buy. You'll find your Onan distributor listed in the Yellow Pages. Call him or write direct.

PERFORMANCE CERTIFIED
We certify that when properly installed and operated this Onan electric plant will deliver the full power and the voltage and frequency regulation promised by its nameplate and published specifications. This plant has undergone several hours of running-in and testing under realistic load conditions, in accordance with procedures certified by an independent testing laboratory.

Onan®

World's Leading Builder of Electric Power Plants

ONAN Division, Studebaker-Packard Corporation, 2737 University Ave. S. E., Minneapolis 14, Minn.